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INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME **ALTERNATE MINIMUMS**
AKRON, CO
 COLORADO
 PLAINS RGNL RNAV (GPS) Rwy 11
 NA when local weather not available.

ALAMOSA, CO
 SAN LUIS VALLEY RGNL/
 BERGMAN FIELD RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 NA when local weather not available.

ALBUQUERQUE, NM
 ALBUQUERQUE INTL
 SUNPORT VOR or TACAN Rwy 8
 Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾; Category E, 900-3.

CLAYTON, NM
 CLAYTON MUNI AIRPARK NDB Rwy 2¹
 NDB Rwy 20²
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 NA when local weather not available.
 ¹Categories A, B, 900-2; Category C, 900-2½,
 Category D, 900-2¾.
 ²Category D, 800-2½.

CLOVIS, NM
 CLOVIS MUNI VOR Rwy 22,800-2½

COLORADO SPRINGS, CO
 CITY OF COLORADO SPRINGS
 MUNI ILS or LOC Rwy 17L¹
 ILS or LOC Rwy 35L²
 ILS or LOC Rwy 35R²³
 NDB Rwy 35L⁴
 RNAV (GPS) Rwy 17R³⁵
 RNAV (GPS) Rwy 35R³

- ¹ILS, 700-2.
 ²ILS, Category D, 700-2.
 ³NA when local weather not available.
 ⁴Category E, 1000-3.
 ⁵Category C, 800-2½; Category D, 800-2½.

NAME **ALTERNATE MINIMUMS**
CORTEZ, CO
 CORTEZ MUNI RNAV (GPS) Y Rwy 21¹
 RNAV (GPS) Z Rwy 21²
 VOR Rwy 21¹

- ¹Category D, 900-3.
 ²Categories A, B, 1300-2; Categories C, D,
 1300-3.

CRAIG, CO
 CRAIG-MOFFAT VOR/DME Rwy 7¹
 VOR Rwy 25²

- ¹1300-3.
 ²1700-3.

DEMING, NM
 DEMING MUNI RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 26
 VOR Rwy 26

NA when local weather not available.

DENVER, CO
 CENTENNIAL ILS or LOC Rwy 35R¹
 NDB Rwy 35R²
 RNAV (GPS) Rwy 28³⁴
 RNAV (GPS) Rwy 35R¹⁴

- ¹Categories A,B, 900-2; Category C, 900-2½,
 Category D, 900-2¾.
 ²Categories A,B, 1000-2; Categories C,D,
 1000-3.
 ³Category D, 800-2½.
 ⁴NA when local weather not available.

DENVER, CO
 DENVER INTL ILS or LOC Rwy 34L
 ILS, 700-2.

ROCKY MOUNTAIN
 METROPOLITAN ILS or LOC Rwy 29R
 VOR/DME Rwy 29L/R
 NA when control tower closed.

NAME ALTERNATE MINIMUMS

DURANGO, CO

DURANGO-LA PLATA

COUNTY VOR/DME Rwy 3

NA when control zone not effective except for
operators with approved weather reporting
service.

EAGLE, CO

EAGLE COUNTY

RGNL LDA/DME Rwy 25

Categories A,B, 2100-2; Category C, 2100-3.

NA when control tower closed.

NA when local weather not available.

FARMINGTON, NM

FOUR

CORNERS RGNL ILS or LOC Rwy 25¹²RNAV (GPS) Rwy 5³RNAV (GPS) Rwy 7³RNAV (GPS) Rwy 23⁴¹NA when control tower closed.²ILS, Categories B,C,D, 700-2.³NA when local weather not available.⁴Category D, 800-2¼.**FORT COLLINS/LOVELAND, CO**

FORT COLLINS-

LOVELAND MUNI RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR/DME-A

NA when local weather not available.

GALLUP, NMGALLUP MUNI RNAV (GPS) Rwy 6¹²RNAV (GPS) Rwy 24³VOR Rwy 6⁴

¹Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

²NA when local weather not available.³Category D, 900-3.⁴Category C, 800-2¼; Category D, 900-3.**GRAND JUNCTION, CO**

GRAND JUNCTION

RGNL ILS or LOC Rwy 11¹²LDA/DME Rwy 29³RNAV (GPS) Rwy 11³¹ILS, Category D, 700-2¼.²NA when local weather not available.³Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

GREELEY, CO

GREELEY-

WELD COUNTY ILS or LOC Rwy 34

RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 27

RNAV (GPS) Rwy 34

VOR or TACAN-A

NA when local weather not available.

GUNNISON, CO

GUNNISON-CRESTED

BUTTE RGNL ILS or LOC Rwy 6¹

RNAV (RNP) Rwy 6, 800-2¼

VOR or GPS-A²³¹ILS, LOC, Categories A, B, C, 1600-3.²Categories A,B,C, 1700-3; Cat D, 2300-3.

³NA when local altimeter setting not available
except for operators with approved weather
reporting service.

HAYDEN, COYAMPA VALLEY .. ILS or LOC/DME Y Rwy 10¹²RNAV (GPS) Y Rwy 10¹²RNAV (GPS) Rwy 28³RNAV (RNP) Z Rwy 10, 800-2¼¹VOR/DME-B⁴¹NA when local weather not available.

²Categories A, B, 1200-2; Categories C, D,
1200-3.

³Category D, 800-2¼.

⁴Categories A, B, 1300-2; Categories C, D,
1300-3.

HOBBS, NMLEA COUNTY RGNL ILS or LOC Rwy 3¹LOC/DME BC Rwy 21²RNAV (GPS) Rwy 3³RNAV (GPS) Rwy 21²RNAV (GPS) Rwy 30²VOR/DME or TACAN Rwy 21²VOR or TACAN Rwy 3²¹NA when control tower closed.

²NA when control tower closed, except
standard for operators with approved weather
reporting service.

³NA when local weather not available.**LA JUNTA, CO**

LA JUNTA MUNI RNAV (GPS) Rwy 8

RNAV (GPS) Rwy 26

NA when local weather not available.

ALTERNATE MINS



NAME ALTERNATE MINIMUMS

LAMAR, CO

LAMAR MUNI RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 36²
VOR Rwy 18³

¹NA when local weather not available.

²Category D, 800-2¼.

³Category C, 900-2½, Category D, 900-2¾.

LAS VEGAS, NM

LAS VEGAS MUNI RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 32
VOR Rwy 2
VOR Rwy 20

NA when local weather not available.

MEEKER, CO

MEEKER RNAV (GPS) Rwy 3
NA when local weather not available.
Categories A, B, 1500-2; Category C, 1500-3.

MONTROSE, CO

MONTROSE
RGNL ILS or LOC/DME Rwy 17
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 35
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
VOR/DME Rwy 13

Category C, 1000-2¾; Category D, 1000-3.

PAGOSA SPRINGS, CO

STEVENS FIELD RNAV (GPS)-A
NA when local weather not available.

PORTALES, NM

PORTALES MUNI RNAV (GPS) Rwy 1
Category D, 900-3.

PUEBLO, CO

PUEBLO MEMORIAL ILS or LOC Rwy 8L¹³
ILS or LOC Rwy 26R²³
RNAV (GPS) Rwy 8L⁴
RNAV (GPS) Rwy 26R⁴
VOR or TACAN Rwy 26R³

¹ILS, Categories A,B,C,D, 700-2;
Category E, 1000-3. LOC, Category E, 1000-3.

²ILS, 700-2.

³NA when control tower closed.

⁴NA when local weather not available.

NAME ALTERNATE MINIMUMS

RATON, NM

RATON MUNICIPAL/
CREWS FIELD VOR/DME Rwy 2
Categories A,B, 1400-2; Categories C,D, 1400-3.

RIFLE, CO

GARFIELD COUNTY

RGNL LOC/DME-A¹²³
ILS Rwy 26²³⁴
RNAV (GPS) Y Rwy 8²⁵
RNAV (GPS) W Rwy 26²⁷
RNAV (GPS) X Rwy 26²⁸
RNAV (RNP) Y Rwy 26²⁶
RNAV (RNP) Z Rwy 8²⁹
RNAV (RNP) Z Rwy 26²
VOR/DME-C⁵

¹Categories A,B, 2400-2; Category C, 2400-3.

²NA when local weather not available.

³Not authorized 0200-1300Z.

⁴ILS, Categories A,B,C, 1300-4.

⁵Categories A,B, 1900-2; Category C, 1900-3.

⁶Categories A,B,C, 800-2¼.

⁷Categories A,B, 1700-2; Category C, 1700-3.

⁸Categories A,B,C, 900-2½.

⁹Categories A,B,C, 900-3.

ROSWELL, NM

ROSWELL
INTL AIR CENTER ILS Rwy 21¹
LOC BC Rwy 3¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 35²

¹NA when control tower closed.

²NA when local weather not available.

SANTA FE, NM

SANTA FE MUNI ILS or LOC Rwy 2¹²
VOR/DME-A³⁴
VOR Rwy 33³⁴

¹NA when control tower closed.

²ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.

³Category D, 800-2¼.

⁴NA when control tower closed except for operators with approved weather reporting service.

NAME ALTERNATE MINIMUMS

SILVER CITY, NM

GRANT COUNTY VOR-A
VOR/DME-B

NA when Deming FSS closed.

TAOS, NM

TAOS REGIONAL VOR/DME-B
Categories A,B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

TELLURIDE, CO

TELLURIDE RGNL LOC/DME Rwy 9
Categories A, B, 2300-2.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES
MUNI VOR-A
Category D, 800-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS

ALBUQUERQUE, NM

Amdt. 20C, JUN 3, 2010 (FAA)

ELEV 5355

ALBUQUERQUE INTL SUNPORT

RADAR - 123.9 127.4 253.5 354.1 ▽

		HAT/ HATH/					HAT/ HATH/				
		DA/ HATh/	DA/ HATh/	DA/ HATh/	DA/ HATh/	DA/ HATh/	DA/ HATh/	DA/ HATh/	DA/ HATh/	DA/ HATh/	
ASR	RWY	GS/TCH/RP	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	8		ABC	5700/24	384	(400-½)	DE	5700/50	384	(400-1)	
	35		ABC	5700-1	386	(400-1)	DE	5700-1¼	386	(400-1¼)	
	3		ABC	5700-1	388	(400-1)	DE	5700-1¼	388	(400-1¼)	
	17		AB	5740-1	419	(400-1)	CD	5740-1¼	419	(400-1¼)	
			E	5740-1½	419	(400-1½)					
CIRCLING			AB	5840-1	488	(500-1)	C	5900-1½	545	(600-1½)	
			D	5940-2	585	(600-2)	E	6040-2½	685	(700-1½)	

Circling Category E not authorized E of Rwy 17/35. CAUTION: Steeply rising terrain in NE quadrant exceeding 8000' at 8 NM from airport and in SE quadrant exceeding 6300' at 4.6 NM from airport. Categories D and E S-8 visibility increased to RVR 6000 for inoperative MALS R.

CANNON AFB (KCVS), NM (Clovis) (07270 USAF)

ELEV 4295

RADAR¹- (E) 127.75x 295.7x 363.95x ▽

				DH/ HATH/	HAT/ HATH/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
ASR ²	31 ³		AB	4720-½	450	(500-½)
			C	4720-¾	450	(500-¾)
			DE	4720-1	450	(500-1)
	4 ⁴		ABCD	4700/40	416	(500-¾)
			E	4700/50	416	(500-1)
			AB	4820/24	525	(600-½)
	22 ⁵		C	4820/50	525	(600-1)
			DE	4820/60	525	(600-1¼)
			AB	4820-¾	526	(600-¾)
			C	4820-1	526	(600-1)
			DE	4820-1¼	526	(600-1¼)
			AB	4840-1	545	(600-1)
CIR	All Rwy		C	4840-1½	545	(600-1½)
			D	4860-2	565	(600-2)
			E	5020-2½	725	(800-2½)

¹SIF gnd ck avbl fr RAPCON on 358.3 1400-0600Z++. ²No-NOTAM MP 0700-1100Z++ Mon-Wed, 0600-1300Z++ Thu,Fri. ³When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles. ⁴When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ miles, CAT E to vis 1½ miles. ⁵When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½, CAT DE vis to 1¾ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

ROSWELL, NM

Orig, MAY 13, 2004 (FAA)

ELEV 3669

ROSWELL INTL AIR CENTER

RADAR¹ - E 119.6 239.0   NA when control tower closed.

	RWY	GS/TCH/RP	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	3		ABC	4020-1	355	(400-1)	DE	4020-1¼	355	(400-1¼)
	17		ABC	4020-1	356	(400-1)	DE	4020-1¼	356	(400-1¼)
	35		ABC	4060-1	391	(400-1)	D	4060-1¼	391	(400-1¼)
			E	4060-1½	391	(400-1½)				
	21		AB	4040-½	408	(400-½)	C	4040-¾	408	(400-¾)
CIRCLING			DE	4040-1	408	(400-1)				
			AB	4140-1	471	(500-1)	C	4140-1½	471	(500-1½)
			D	4220-2	551	(600-2)	E	4380-2½	711	(800-2½)

¹Opr 1300-0400Z++. Procedure NA when control tower closed.

² When ALS inoperative, increase Category D visibility to 1¼, and Category E visibility to 1½.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, CO

COLORADO PLAINS RGNL (AKO)

ORIG 09127 (FAA)

NOTE: **Rwy 11**, rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29**, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16, 21, 34**, NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

ALAMOS, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20**, turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME TAKE-OFF MINIMUMS

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)

AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8**, std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35**, climbing left turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26**, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3**, light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12**, electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17**, light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21**, terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30**, tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35**, light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

DOUBLE EAGLE II (AEG)

AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17**, climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22**, climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35**, climb heading 349° to 11000 before turning right, all others turn left on course. NOTE: **Rwy 17**, antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35**, antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 17**, use ANEKE
RNAV DEPARTURE.

ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, NA-terrain.
DEPARTURE PROCEDURE: **Rwy 33**, use SARDD
DEPARTURE.

BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1*
* Or standard with minimum climb of 240'/NM to 5700.
TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15**, std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.
Rwy 33, NA-due to terrain.
DEPARTURE PROCEDURE: **Rwy 15**, use PUEBLO RNAV DEPARTURE. **Rwy 33**, NA-due to terrain.
NOTE: **Rwy 15**, tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

BUTTS AAF (KFCS)

FORT CARSON, CO

.....Rwy 31, 400-1*
* Or standard with a minimum climb of 210'/NM to 6100'.
Rwy 13 climbing left turn heading 080° within 1 mile.
Rwy 31 climbing right turn heading 80° within 1 mile.
All aircraft continue climb via hdg 080° until joining V-81.

CANNON AFB (KCVS),

CLOVIS, NM.(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS
TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304' MSL, 0' from DER, 25' to 222' right of centerline. Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.
Rwy 13: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.
Rwy 22: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.
Rwy 31: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

CANON CITY, CO

FREMONT COUNTY

TAKE-OFF MINIMUMS: **Rwy 29**, 4600-2 or std. with a min. climb of 450' per NM to 10400.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading. **Rwy 29**, turn left heading 115°.

All aircraft intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

CLAYTON, NM

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 30**, 1300-1 or std. with a min. climb of 244' per NM until 6700.

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 30**, 600-2 or std. with a min. climb of 220' per NM to 6900.

DEPARTURE PROCEDURE: **Rwys 12, 17L, 17R**, turn left. **Rwys 30, 35L, 35R**, turn right. **All aircraft** climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing BRK R-154 CW R-324 climb in BRK holding pattern (NW, left turns, 154° inbound) to cross BRK VORTAC at or above 14000.

CORTEZ, CO

CORTEZ MUNI (CEZ)

AMDT 3 10098 (FAA)

DEPARTURE PROCEDURE: use LEDVE DEPARTURE.

CRAIG, CO

CRAIG-MOFFAT

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 800-1½, or std. with a min. climb of 400' per NM to 7000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

DEMING, NM

DEMING MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, NA.

DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8**, climbing left turn heading 214°; **Rwy 22**, climbing right turn heading 302°; **Rwy 26**, climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V110 on course.

DENVER, CO

CENTENNIAL (APA)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ min. climb of 253' per NM to 6900. **Rwy 17R**, std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10**, when departing on course between 159° CCW to 339° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R**, climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ... **Rwy 28**, climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ... **Rwy 35R**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10**, terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L**, multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R**, terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28**, terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L**, terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DENVER, CO (CON'T)

DENVER INTL (DEN)

AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8**, climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R**, climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 17L, 17R**, climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25**, climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26**, climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8**, multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L**, tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L**, multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R**, multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25**, multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L**, multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R**, multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L**, terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

DENVER, CO (CON'T)

FRONT RANGE (FTG)

AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 17**, climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 26**, climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 35**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26**, multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50' AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

ROCKY MOUNTAIN METROPOLITAN (BJC)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L**, 200-1 or std. w/min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2**, climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, thence ... **Rwys 11L, 11R**, climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence ... **Rwy 20**, climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, thence ... **Rwy 29R**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, thence ... **Rwy 29L**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, thence ...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2**, pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L**, terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3**, trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

EAGLE, CO

EAGLE COUNTY RGNL (EGE)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

ERIE, CO

ERIE MUNI

TAKE-OFF MINIMUMS: **Rwy 15**, 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwys 9, 15**, turn right; **Rwys 27, 33**, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.
DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6300 before turning left. **Rwy 23**, climb runway heading to 6500 before turning left.

FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA-VFR runway.
DEPARTURE PROCEDURE: **Rwy 15**, climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence... **Rwy 33**, climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence...
...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33**, multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24**, 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left.

All aircraft climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)
AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, NA-obstacles. **Rwy 22**, NA-obstacles, facility reception (JNC VOR/DME).
DEPARTURE PROCEDURE: **Rwys 11, 29**, use MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31**, NA.
DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to join V12 at or above 11000 before proceeding on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)
AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence... **Rwy 16**, climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence... **Rwy 27**, climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence... **Rwy 34**, climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27**, tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34**, multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500.

Rwys 17, 35, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800.

All aircraft continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CWR-280, 10800; R-281 CW R-189 and R-191 CWR-260, 13000; R-190, 12500.

HAYDEN, CO

YAMPA VALLEY (HDN)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28**, climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28**, for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10**, tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

HOBBS, NM

LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3**, multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8**, tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12**, road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17**, obstruction light on glideslope, 1014' from departure end of runway, 486' right of centerline, 37' AGL/3687' MSL. **Rwy 21**, tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26**, road 253' from departure end of runway, across centerline, 15' AGL/3669' MSL. **Rwy 30**, wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35**, multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/3682' MSL.

HOLLOMAN AFB (KHMN),

ALAMOGORDO, NMORIG, 08101

Rwy 7, NA

Rwy 16, 8000-3*

Rwy 22, 8000-3**

Rwy 25, 8000-3*

Rwy 34, 8000-3***

* Or standard with minimum climb of 510'/NM to 14,100.

** Or standard with minimum climb of 470'/NM to 14,100.

*** Or standard with minimum climb of 490'/NM to 14,100.

Rwy 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16**, Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22**, Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25**, Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

HOLYOKE, CO

HOLYOKE

NOTE: **Rwy 14**, trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32**, trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

KREMMLING, CO**MC ELROY AIRFIELD**

TAKE-OFF MINIMUMS: **Rwy 9**, 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27**, 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 10000, then climbing right turn. **Rwy 27**, climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO**LA JUNTA MUNI**

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 080°. **Rwy 12**, climb via heading 120°. **Rwy 26**, turn left heading 160°. **Rwy 30**, turn left heading 140°.

All aircraft, intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

LAMAR, CO**LAMAR MUNI**

DEPARTURE PROCEDURE: **Rwys 8,36**, turn left. **Rwy 18**, turn left/right. **Rwy 26**, turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM**LAS CRUCES INTL**

DEPARTURE PROCEDURE: **Rwys 4, 8**, climbing right turn. **Rwy 12**, CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26**, climbing left turn. **Rwy 30**, climbing runway heading to 5100 then climbing left turn.

All aircraft climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

LAS VEGAS, NM**LAS VEGAS MUNI**

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20**, turn left (except via FTIR-215). **Rwy 32**, turn right.

Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

LEADVILLE, CO**LAKE COUNTY (LXV)****AMDT 2 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 16**, use LOZUL (RNAV) DEPARTURE. **Rwy 34**, use DAVVY (RNAV) DEPARTURE.

LONGMONT, CO**VANCE BRAND**

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1 or std. with a min. climb of 250' per NM until passing 5400.

Rwy 29, CAT A, B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29**, turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

LOS ALAMOS, NM**LOS ALAMOS**

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° until intercepting SAF VORTAC R-354.

Northbound proceed via V83 climbing to 11000.

Southbound proceed via V83 at 9000.

LOVINGTON, NM**LEA COUNTY-ZIP FRANKLIN MEMORIAL**

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 4700 before turning on course. **Rwy 12**, 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21**, 40' AGL tower 936' from departure end of runway 273' right of centerline. **Rwy 30**, 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

MEEKER, CO**MEEKER (EEO)****AMDT 1 08157**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21**, multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO**MONTE VISTA MUNI**

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn. **Rwy 20**, climbing left turn. **All aircraft**, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

MONTROSE, CO**MONTROSE RGNL (MTJ)****AMDT 4 09127 (FAA)**

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

NUCLA, CO

HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-environmental

DEPARTURE PROCEDURE: **Rwys 5, 23**, use NUCLA (RNAV) DEPARTURE.

PAGOSA SPRINGS, CO

STEVENS FIELD (PSO)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME

Rwy 19, climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1**, terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL.

Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19**, multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

PUEBLO, CO

PUEBLO MEMORIAL (PUB)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L**, climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R**, climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 17**, climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

Rwy 26L, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35**, climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R**, rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL.

Rwy 26L, rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R**, rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35**, rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIMR-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

RIFLE, CO

GARFIELD COUNTY RGNL (RIL)

AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26**, use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8**, transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30**, climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35**, climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 5200-3 or std. with a min. climb of 420' per NM to 12, 100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern.

SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24**, For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24**, Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

SANTA FE, NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL.

Rwys 2, 33, Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28**, turn left; **Rwy 15**, climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

SANTA TERESA, NM

DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10**, std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28**, for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

SILVER CITY, NM

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, for climb in visual conditions: cross Grant County Airport at or above 9200.

NOTE: **Rwy 3**, crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8**, pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12**, pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17**, pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21**, multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

SOCORRO, NM

SOCORRO MUNI (ONM)

AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 15, 24**, NA-terrain.

Rwy 33, 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 33**, trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 4900-3 or std. w/ a min. climb of 225' per NM to 5000.NOTE: **Rwy 17**, tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14**, 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32**, 1900-3 or std. with a min. climb of 500' per NM to 9000.DEPARTURE PROCEDURE: **Rwy 14**, turn right heading 220°, intercept BQZ R-172. **Rwy 32**, turn left direct BQZ VOR/DME. All aircraft climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

STERLING, CO

STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3, 30, 33**, turn left.**Rwys 12, 15, 21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

TAOS, NM

TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn.**Rwy 22**, climbing right turn. Intercept TAS R-100.

Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

TELLURIDE, CO

TELLURIDE RGNL (TEX)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.NOTE: **Rwy 27**, trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

TRINIDAD, CO

PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NADEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.NOTE: **Rwy 3**, tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19, 25, 29, 31**, turn right; **Rwys 1, 7, 11, 13, 15, 33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All **Rwys** for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21**, climb heading 213° to 5500 before proceeding on course. **Rwy 26**, climb heading 258° to 5500 before proceeding on course.

WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-ATC.DEPARTURE PROCEDURE: **Rwys 4, 22**, Use WALRU RNAV DEPARTURE.

WRAY, CO

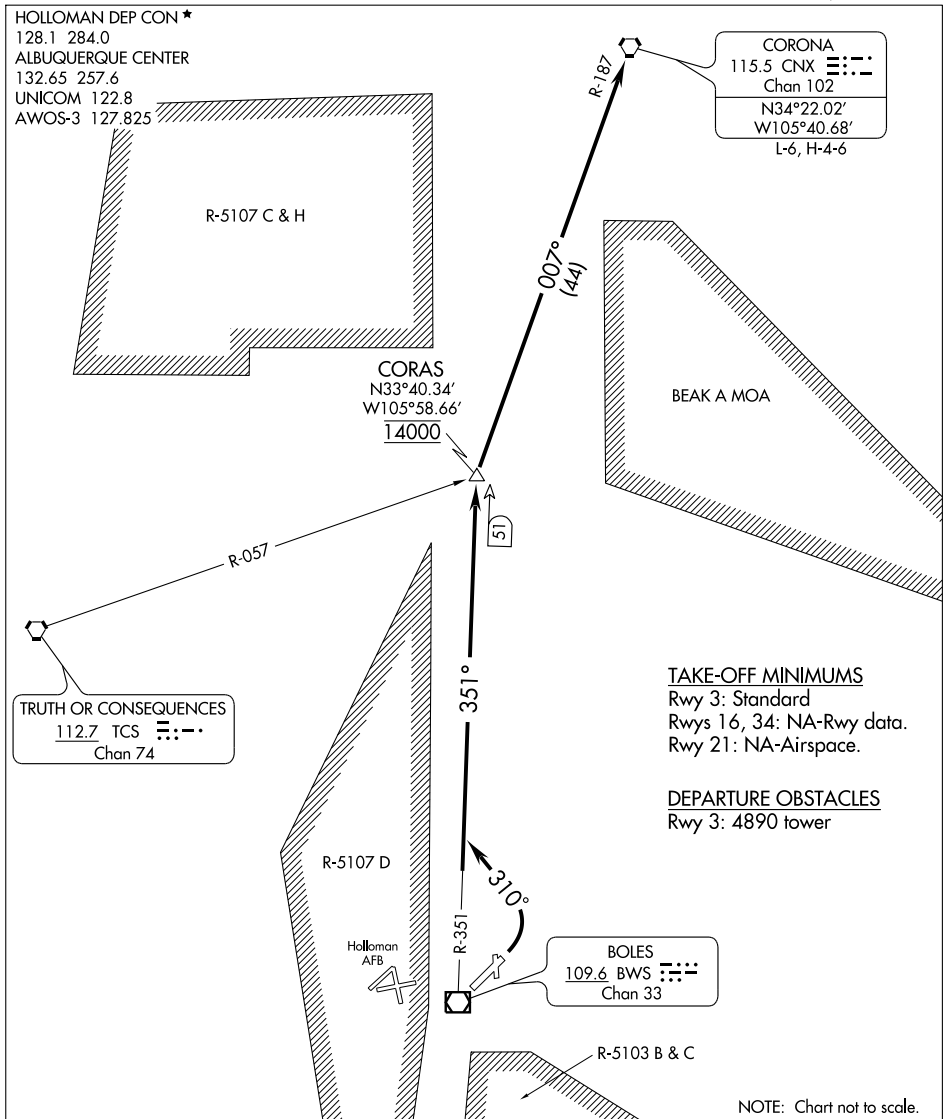
WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2 or std. with a min. climb of 280' per NM to 4400.DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35**, climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.NOTE: **Rwy 35**, trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

ZUNI PUEBLO, NM

BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 14,000 via 310° heading to intercept BWS VOR/DME R-351 to CORAS INT/BWS 51 DME. Cross CORAS at 14,000. Then turn right via CNX VORTAC R-187 to CNX VORTAC.

TAKE-OFF RUNWAYS 16, 21, and 34: Not Authorized.

APP CRS
035°

Rwy Idg
TDZE
4167

Apt Elev
4200

RNAV (GPS) RWY 3

ALAMOGORDO-WHITE SANDS RGNL (ALM)

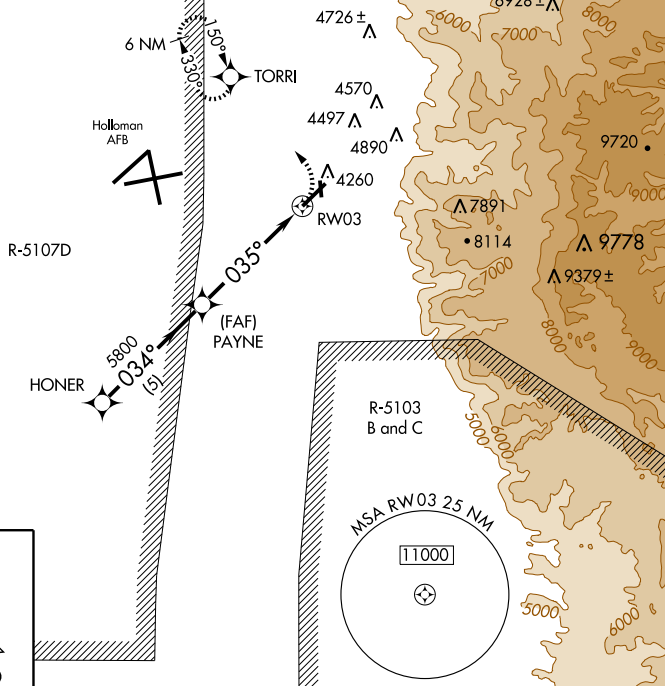
MISSED APPROACH: Climbing left turn to 6000 direct TORRI WP and hold.

AWOS-3
127.825

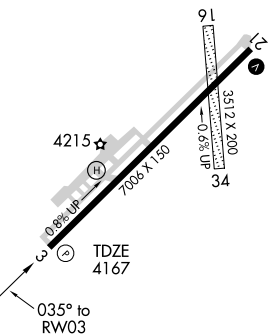
HOLLOMAN APP CON ★
120.6 269.225

UNICOM
122.8 (CTAF) 0

RADAR REQUIRED



ELEV 4200 **D**



REIL Rwy 3 and 21
MIRL Rwy 3-21 **0**

	<div> <div>6000</div> <div>HONER</div> <div>PAYNE</div> <div>034°</div> <div>035°</div> <div>0.8 NM to RWY 03</div> <div>RWY 03</div> <div>3.00° TCH 60</div> <div>5 NM</div> <div>4.2 NM</div> <div>0.8</div> </div>			
CATEGORY	A	B	C	D
LNAV MDA	4460-1 293 (300-1)			
CIRCLING	4660-1 460 (500-1)	4720-1 520 (600-1)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)

VOR/DME BWS 109.6 Chan 33	APP CRS 035°	Rwy Idg 7006 TDZE 4167 Apt Elev 4200
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VOR/DME RWY 3

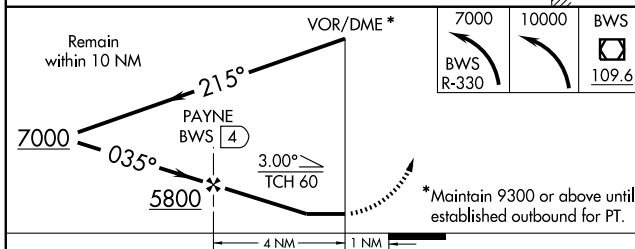
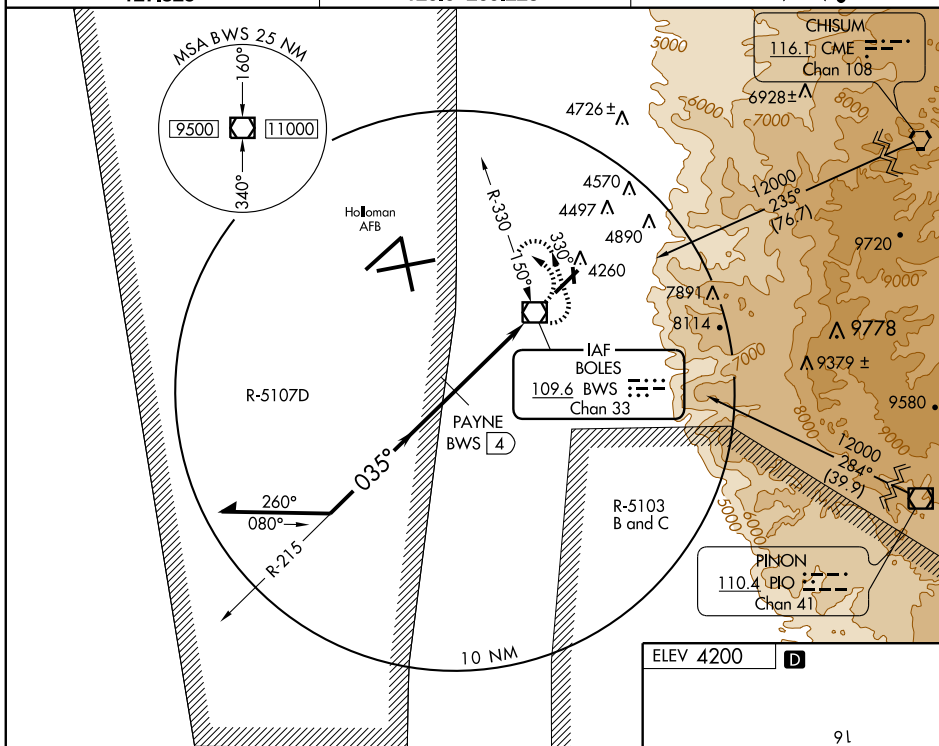
ALAMOGORDO-WHITE SANDS RGNL (ALM)

T	All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
NA	<p>Circling NA southeast of Rwy 3-21.</p> <p>Arrivals over BOLES VOR/DME above 12000 descend in the holding pattern to 12000 before commencing approach.</p> <p>Not authorized when Holloman Approach Control closed.</p>

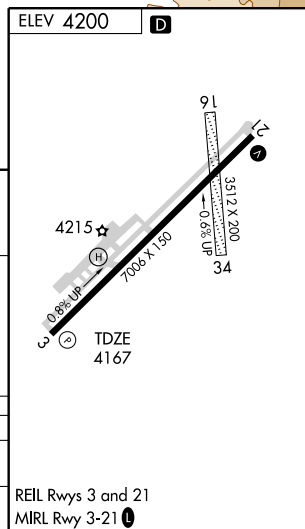
MISSED APPROACH: Climbing left turn to 7000 via BWS R-330 then climbing left turn to 10000 direct BWS VOR/DME and hold.

AWOS-3
127.825

HOLLOMAN APP CON ★
120.6 269,225

UN|COM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-3	4460-1¼ 293 (300-1¼)			
CIRCLING	4660-1¼ 460 (500-1¼)	4720-1¼ 520 (600-1¼)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)

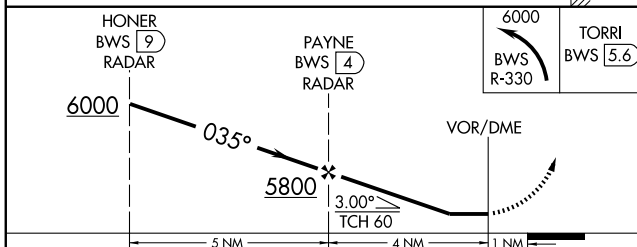
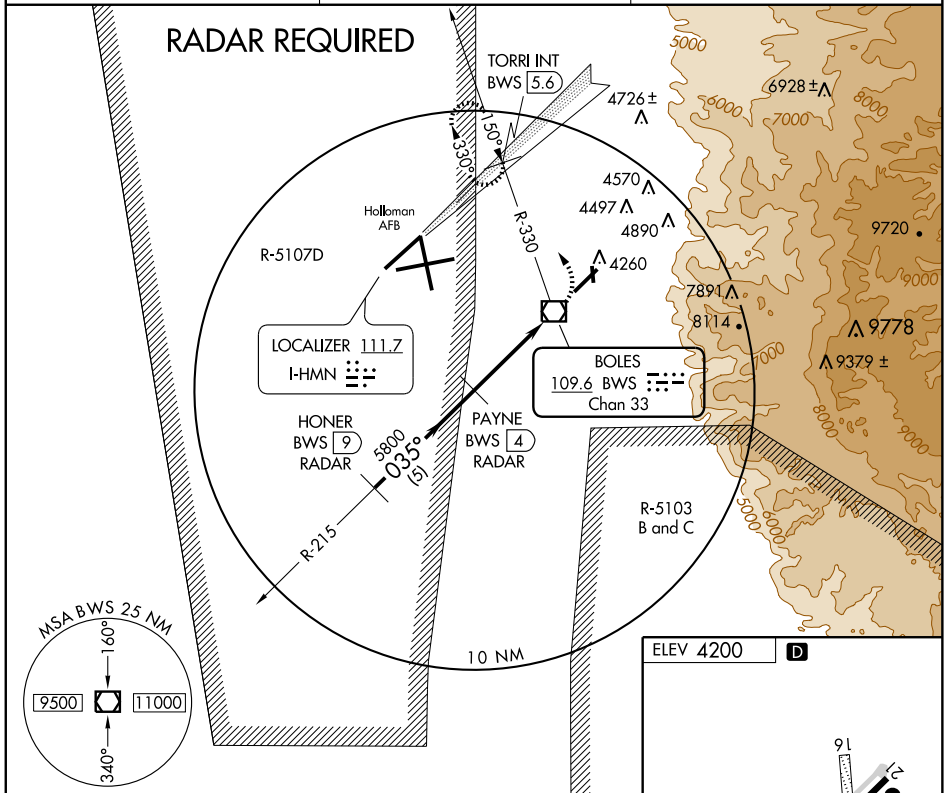


VOR/DME BWS 109.6 Chan 33	APP CRS 035°	Rwy Idg TDZE Apt Elev 7006 4167 4200
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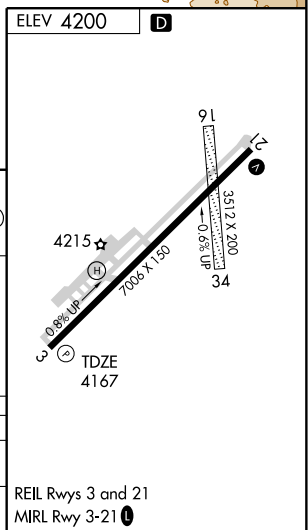
VOR RWY 3 ALAMOGORDO-WHITE SANDS RGNL (ALM)

<p>⚠ All civil aircraft require ATC clearance prior to entering Restricted Area 5107D. Circling NA southeast of Rwy 3-21. RADAR or DME required.</p> <p>⚠ Not authorized when Holloman Approach Control closed.</p>	<p>MISSED APPROACH: Climbing left turn to 6000 via BWS R-330 to TORRI Int/BWS 5.6 DME and hold.</p>
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AWOS-3 127.825	HOLLOMAN APP CON ★ 120.6 269.225	UNICOM 122.8 (CTAF) 0
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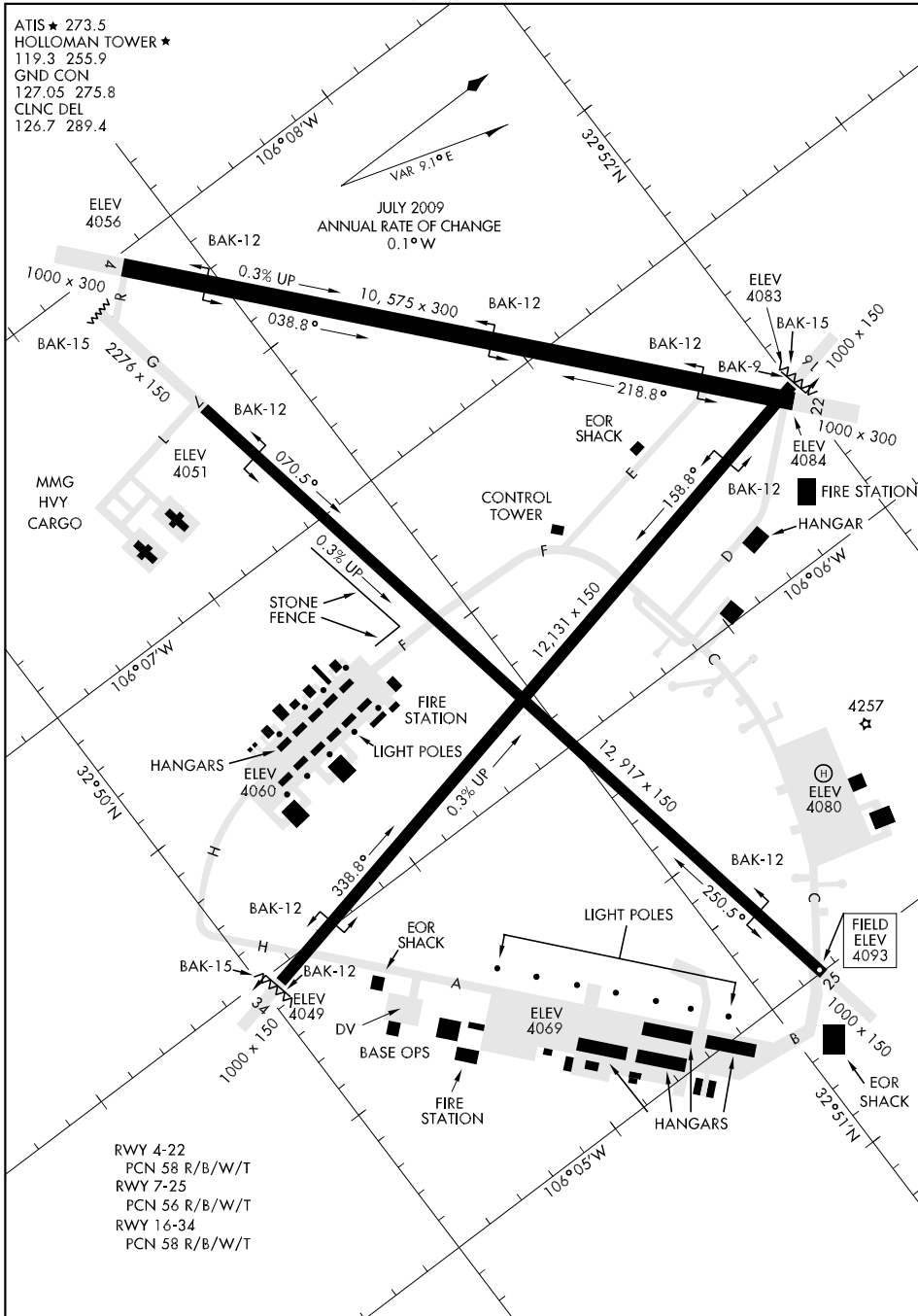
CATEGORY	A	B	C	D
S-3		4460-1¼	293 (300-1¼)	
CIRCLING	4660-1¼ 460 (500-1¼)	4720-1¼ 520 (600-1¼)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)



ATIS ★ 273.5
HOLLOMAN TOWER ★
119.3 255.9
GND CON
127.05 275.8
CLNC DEL
126.7 289.4

JULY 2009
ANNUAL RATE OF CHANGE
0.1°W

SW-1, 03 JUN 2010 to 01 JUL 2010



CLOUD-THREE ALPHA DEPARTURE (CLOUD3A•CLOUD)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

SHL-7 [USAF]

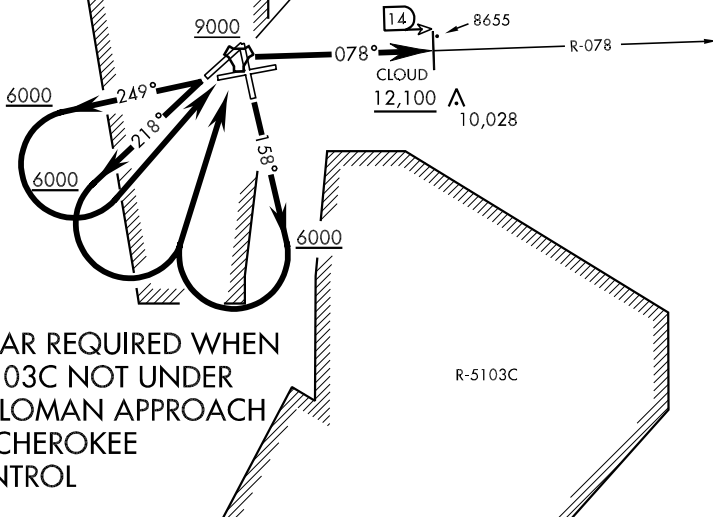
Rwy	Knots	60	120	180	240	300	360
16/25	V/V(fpm)	450	900	1350	1800	2250	2270
22	V/V(fpm)	440	880	1320	1760	2200	2640

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA

HOLLOMAN
Chan 92 HMN



RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn right direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

CLOUD-THREE BRAVO (RNAV) DEPARTURE (CLOUD3B•CLOUD)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

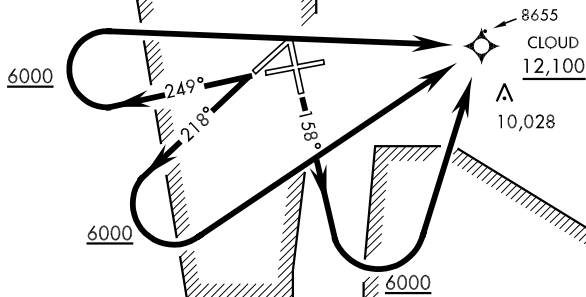
SHL-7 [USAF]

Rwy	Knots	60	120	180	240	300	360
16	V/V(fpm)	490	980	1470	1960	2450	2940
22/25	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA



**RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL**

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

CLOUD-THREE CHARLIE (RNAV) DEPARTURE (CLOUD3C•CLOUD)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

SHL-7 [USAF]

Rwy	Knots	60	120	180	240	300	360
25	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA

R-5107D

8655

CLOUD
12,100

A

10,028

249°

6000

R-5103C

RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL

DME/DME RNP-0.3 NA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

LOC I-HMN 111.7	APCH CRS 217°	Rwy Idg 10,575 TDZE 4084 Arpt Elev 4093
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JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

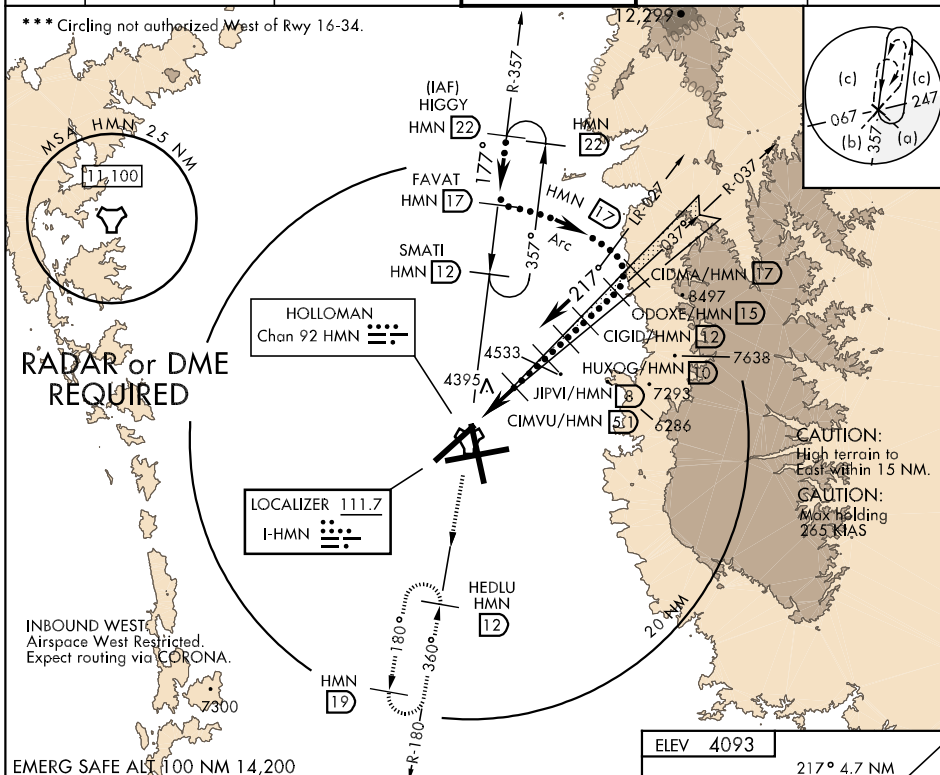
▼ * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C vis to $1\frac{1}{2}$ miles,
 CAT D vis to $1\frac{1}{4}$ miles, CAT E vis to 2 miles.



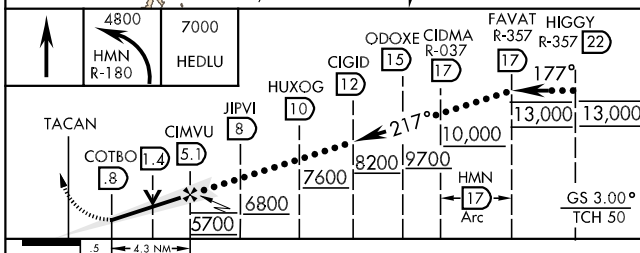
MISSED APPROACH: Climb straight ahead to 7000,
 passing 4800 turn left and intercept HMN R-180
 outbound to HEDLU and hold.

ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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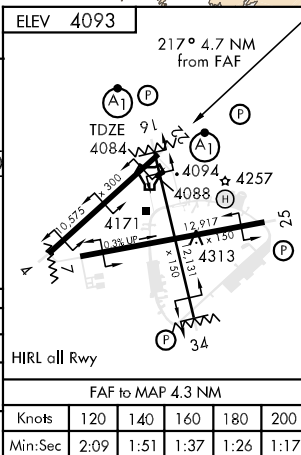
*** Circling not authorized West of Rwy 16-34.




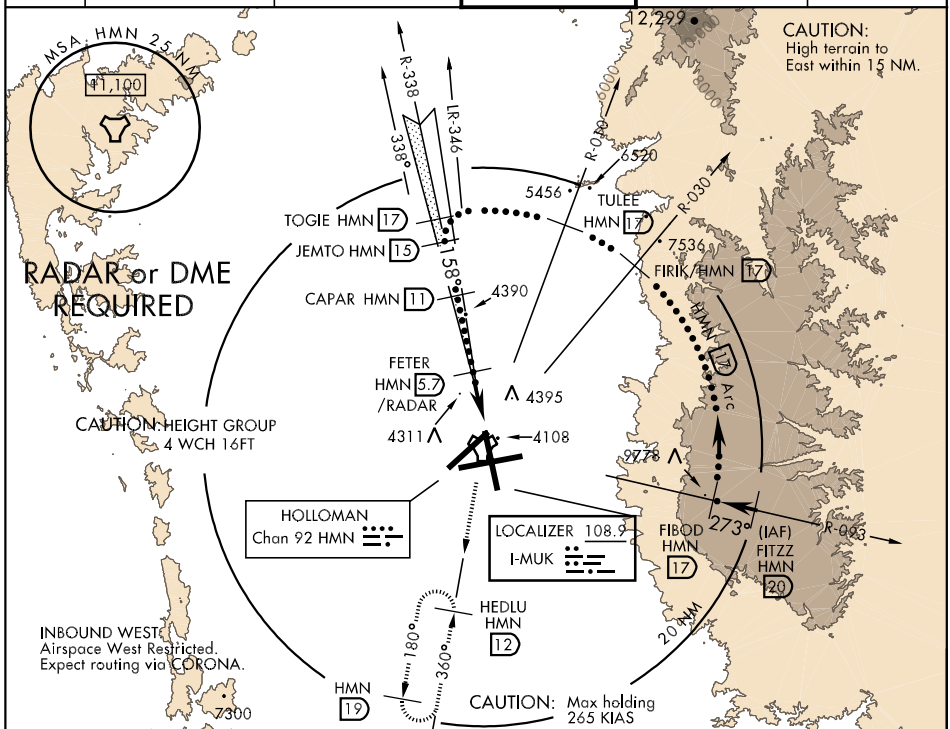
EMERG SAFE ALT 100 NM 14,200



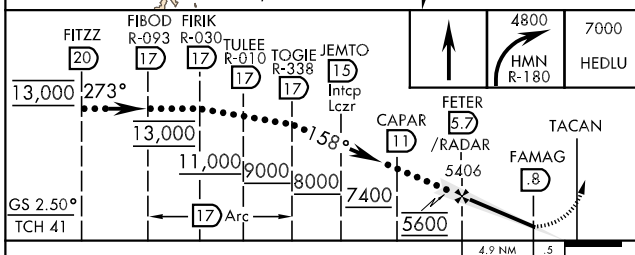
CATEGORY	C	D	E
S-ILS 22 *	4284- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 22 **	4660-1 576 (600-1)	4660-1 $\frac{1}{4}$ 576 (600-1 $\frac{1}{4}$)	4660-1 $\frac{1}{2}$ 576 (600-1 $\frac{1}{2}$)
CIRCLING ***	4660-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	4660-2 567 (600-2)	4760-2 $\frac{1}{4}$ 667 (700-2 $\frac{1}{4}$)



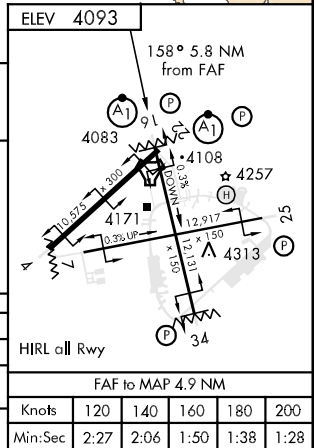
LOC I-MUK 108.9	APCH CRS 158°	Rwy Idg 12,131 TDZE 4083 Arprt Elev 4093	JAL-7 [USAF]	HOLLOMAN AFB (KHMN)		
▼ ** When ALS inop, increase CAT CDE vis to ¾ mile. ** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. *** Circling not authorized West of Rwy 16-34.			ALSF-1 	MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.		
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CINC DEL 126.7 289.4	



EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-ILS 16 *	4283-1/2	200 (200-1/2)	
S-LOC 16 **	4580-3/4 497 (500-3/4)	4580-1 497 (500-1)	4580-1 1/4 497 (500-1 1/4)
CIRCLING ***	4660-1 1/2 567 (600-1 1/2)	4660-2 567 (600-2)	4760-2 1/4 667 (700-2 1/4)



LOC I-HMN <u>111.7</u>	APCH CRS 217°	Rwy Idg 10,575 TDZE 4084 Arpt Elev 4093	JAL-7 [USAF]	HOLLOMAN AFB (KHMN)
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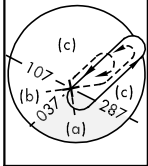
T * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C vis to $1\frac{1}{2}$ miles,
 CAT D vis to $1\frac{3}{4}$ miles, CAT E vis to 2 miles.



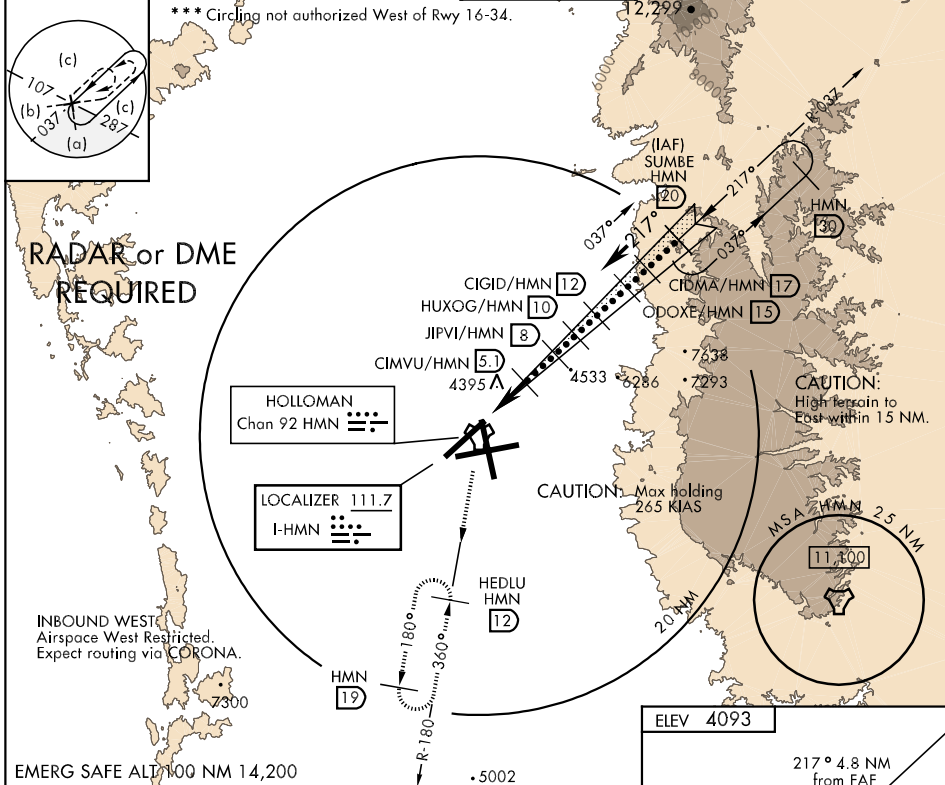
MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

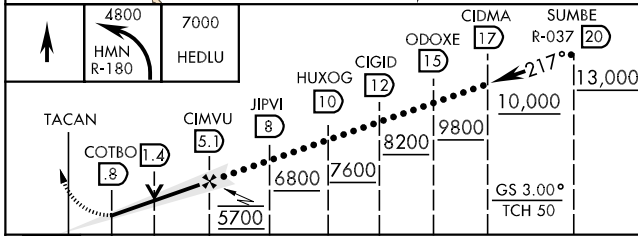
*** Circling not authorized West of Rwy 16-34.



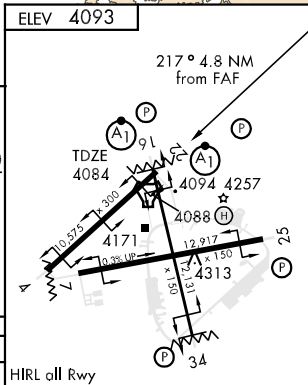
RADAR or DME
REQUIRED



EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-ILS 22 *	4284-½	200 (200-½)	
S-LOC 22 **	4660-1 576 (600-1)	4660-1¼ 576 (600-1¼)	4660-1½ 576 (600-1½)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)



HIRL all Rwy

FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:51	1:37	1:26	1:17

TACAN HMN Chan 92	APCH CRS 162°	Rwy ldg 12,131 TDZE Arpt Elev 4083
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JAL-7 [USAF]

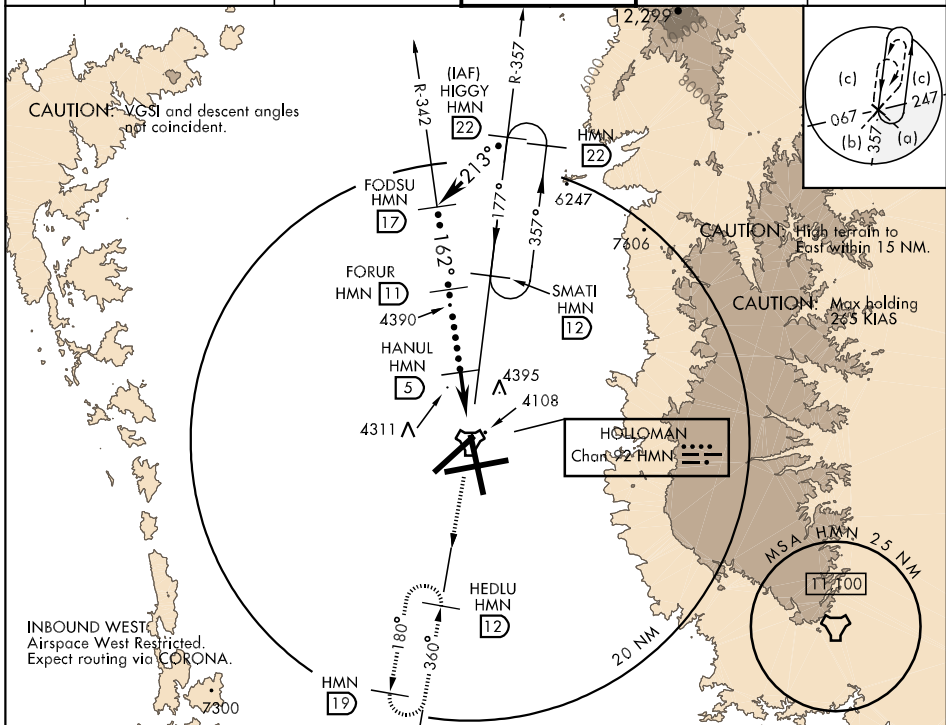
HOLLOMAN AFB (KHMN)

▼ *When ALS inop, increase CAT C vis to 1¼ miles,
CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized West of Rwy 16-34.

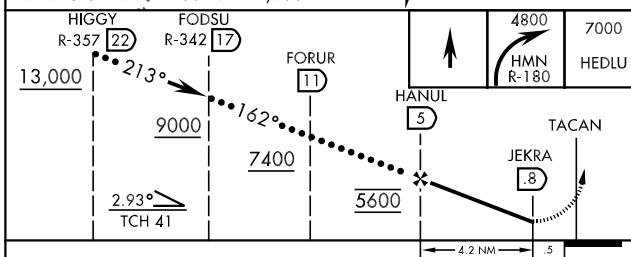


MISSED APPROACH: Climb straight ahead to 7000,
passing 4800 turn right and intercept HMN R-180
outbound to HEDLU and hold.

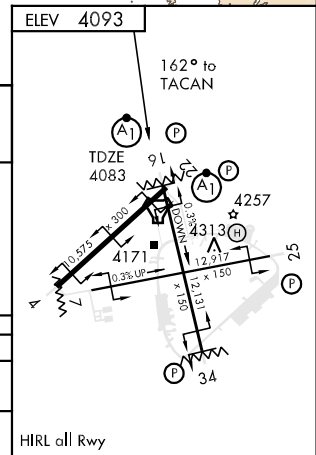
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-16 *	4700-1¼ 617 (700-1¼)	4700-1½ 617 (700-1½)	4700-1¾ 617 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)



TACAN HMN Chan 92	APCH CRS 334°	Rwy Idg 12,131 TDZE Arpt Elev 4093
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JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

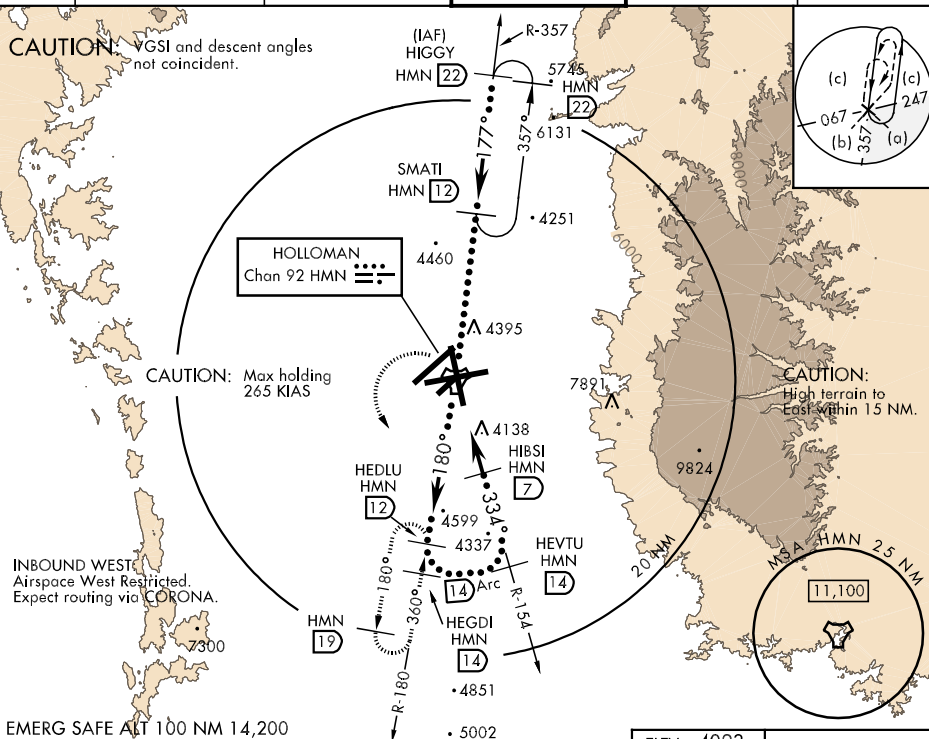


* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climbing to 7000 fly straight ahead.
Upon reaching 5000 turn left to intercept HMN R-180
outbound to HEDLU and hold.

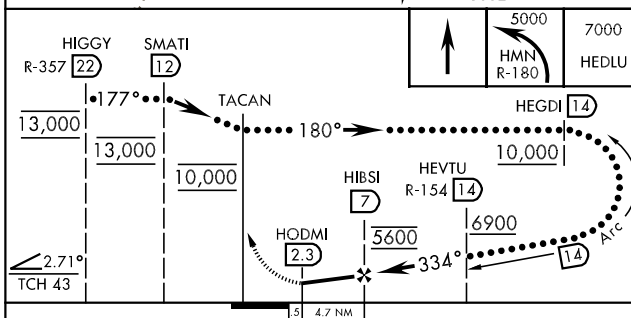
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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CAUTION: VGS and descent angles
not coincident.

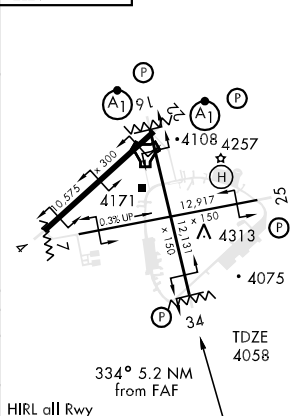


INBOUND WEST:
Airspace West Restricted.
Expect routing via CORONA.

EMERG SAFE ALT 100 NM 14,200



ELEV 4093



CATEGORY	C	D	E
S-34	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

TACAN HMN Chan 92	APCH CRS 162°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093
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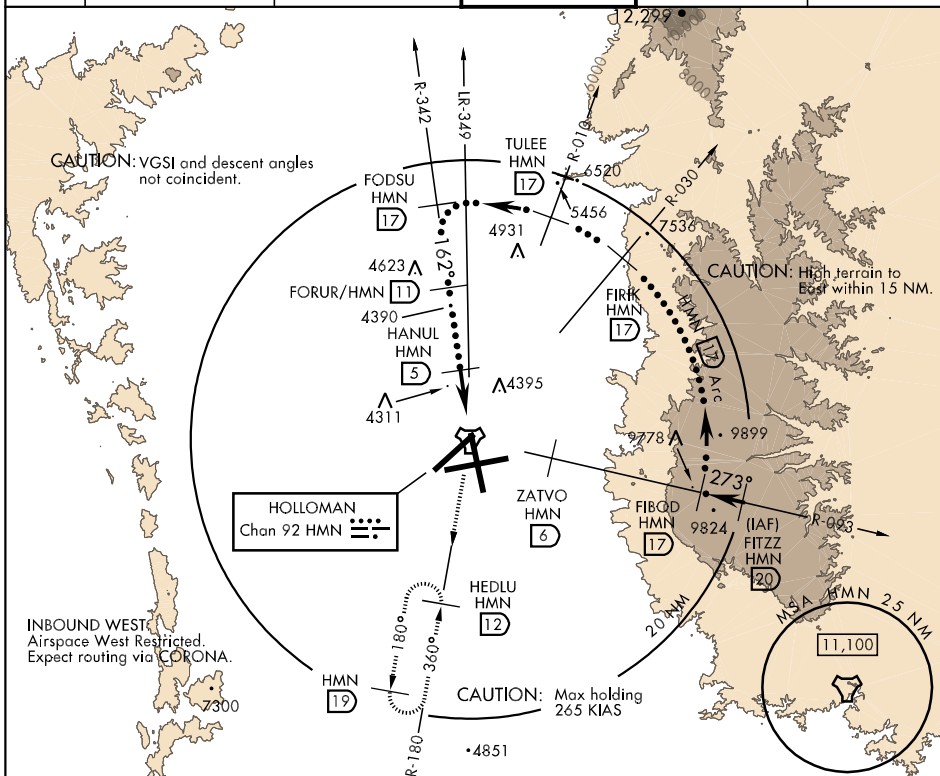
JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

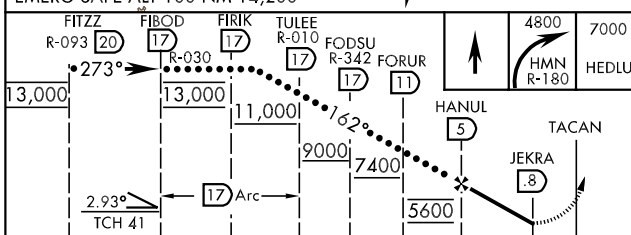
<p>▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.</p> <p>** Circling not authorized West of Rwy 16-34.</p>	<p>ALS-1</p>
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MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

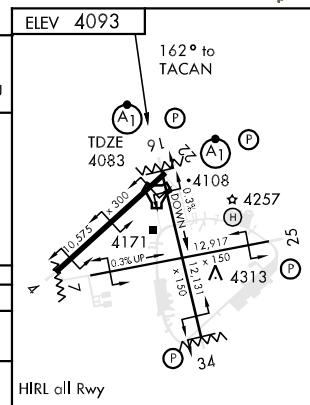
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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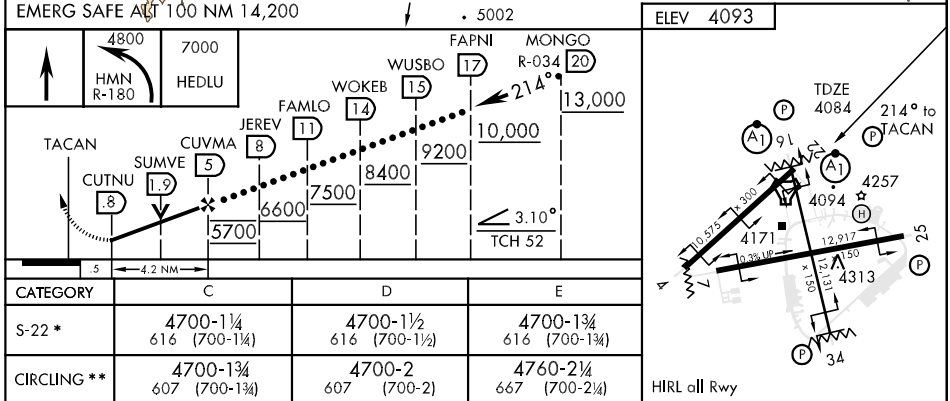
EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-16 *	4700-1¼ 617 (700-1¼)	4700-1½ 617 (700-1½)	4700-1¾ 617 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)



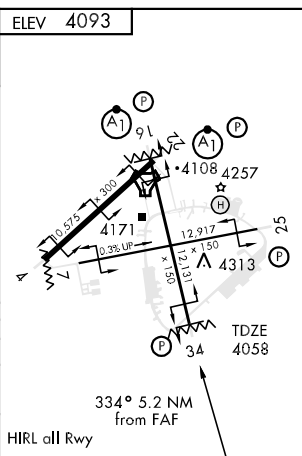
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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HOLLOMAN AFB (KHMN)

MISSED APPROACH: Climbing to 7000 fly straight ahead. Upon reaching 5000 turn left to intercept HMN R-180 to HEDLU and hold.

EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-34	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

SW-1, 03 JUN 2010 to 01 JUL 2010

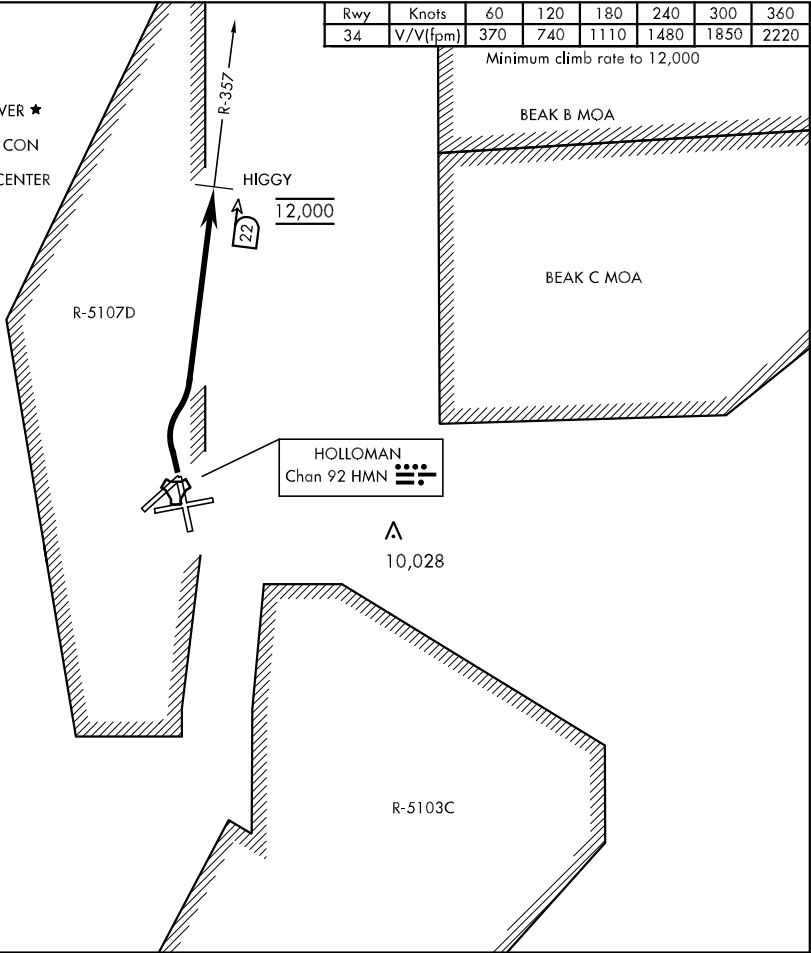
HIGGY ONE DEPARTURE (HIGGY1 • HIGGY)

SHL-7 [USAF] ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

Rwy	Knots	60	120	180	240	300	360
34	V/V(fpm)	370	740	1110	1480	1850	2220

Minimum climb rate to 12,000



HOLLOMAN
Chan 92 HMN

A
10,028

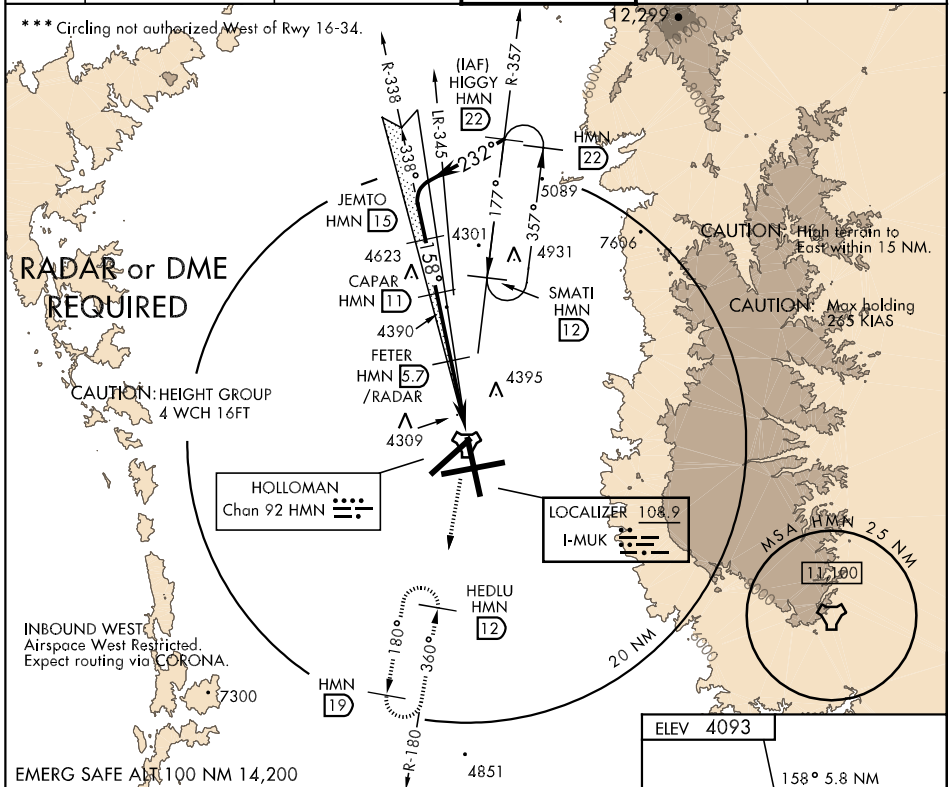
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34: Climbing to 12,000 turn right and intercept HMN TACAN R-357 direct HIGGY (HMN R-357/22 DME), then via assigned routing. Cross HIGGY at 12,000.

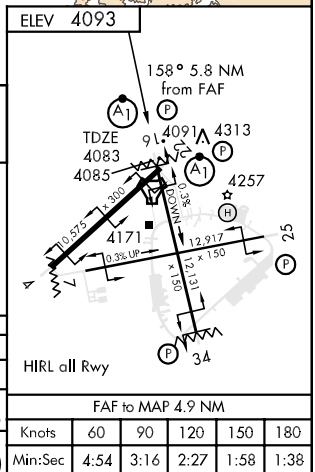
LOC I-MUK 108.9	APCH CRS 158°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093	AL-7 [USAF]	HOLLOMAN AFB (KHMN)
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▼ ** When ALS inop, increase CAT ABCDE vis to $\frac{3}{4}$ mile. When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.	ALSF-1 	MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.
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ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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EMERG SAFE ALT 100 NM 14,200					
HIGGY R-357 22	JEMTO R-338 15	CAPAR 11	FETER /RADAR 5.7	TACAN	FAMAG .8
13,000	8000	6900	5406	5600	4851
GS 2.50°	TCH 41				
4.9 NM					
CATEGORY	A	B	C	D	E
S-ILS 16 *	4283- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 16 **	4580- $\frac{1}{2}$ 497 (500- $\frac{1}{2}$)	4580- $\frac{3}{4}$ 497 (500- $\frac{3}{4}$)	4580-1 497 (500-1)	4580-1 $\frac{1}{4}$ 497 (500-1 $\frac{1}{4}$)	
CIRCLING ***	4660-1 567 (600-1)	4660-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	4660-2 567 (600-2)	4760-2 $\frac{1}{4}$ 667 (700-2 $\frac{1}{4}$)	



TACAN HMN Chan 92	APCH CRS 334°	Rwy Idg 12,131 TDZE 4058 Arpt Elev 4093
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AL-7 [USAF]

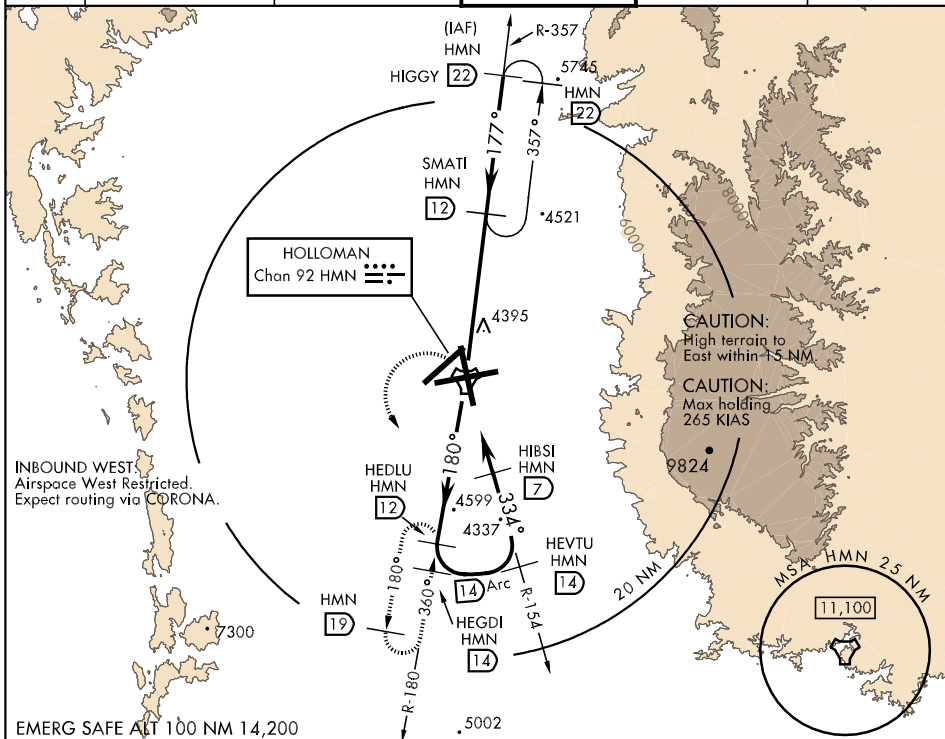
HOLLOMAN AFB (KHMN)



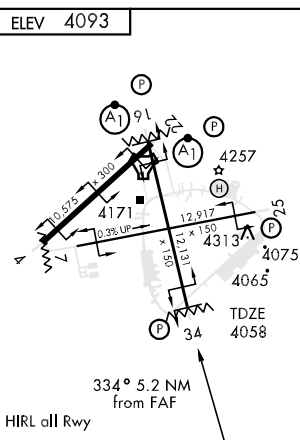
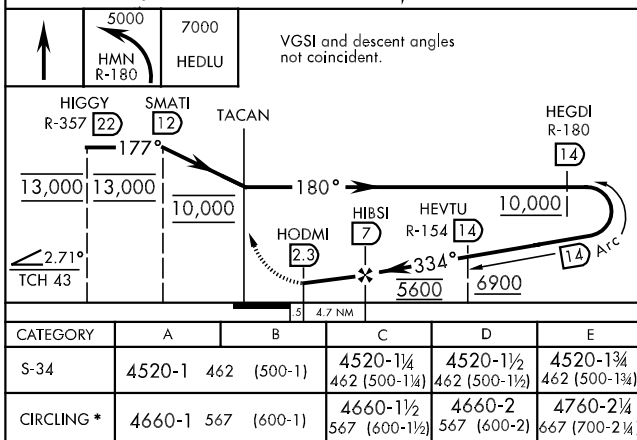
* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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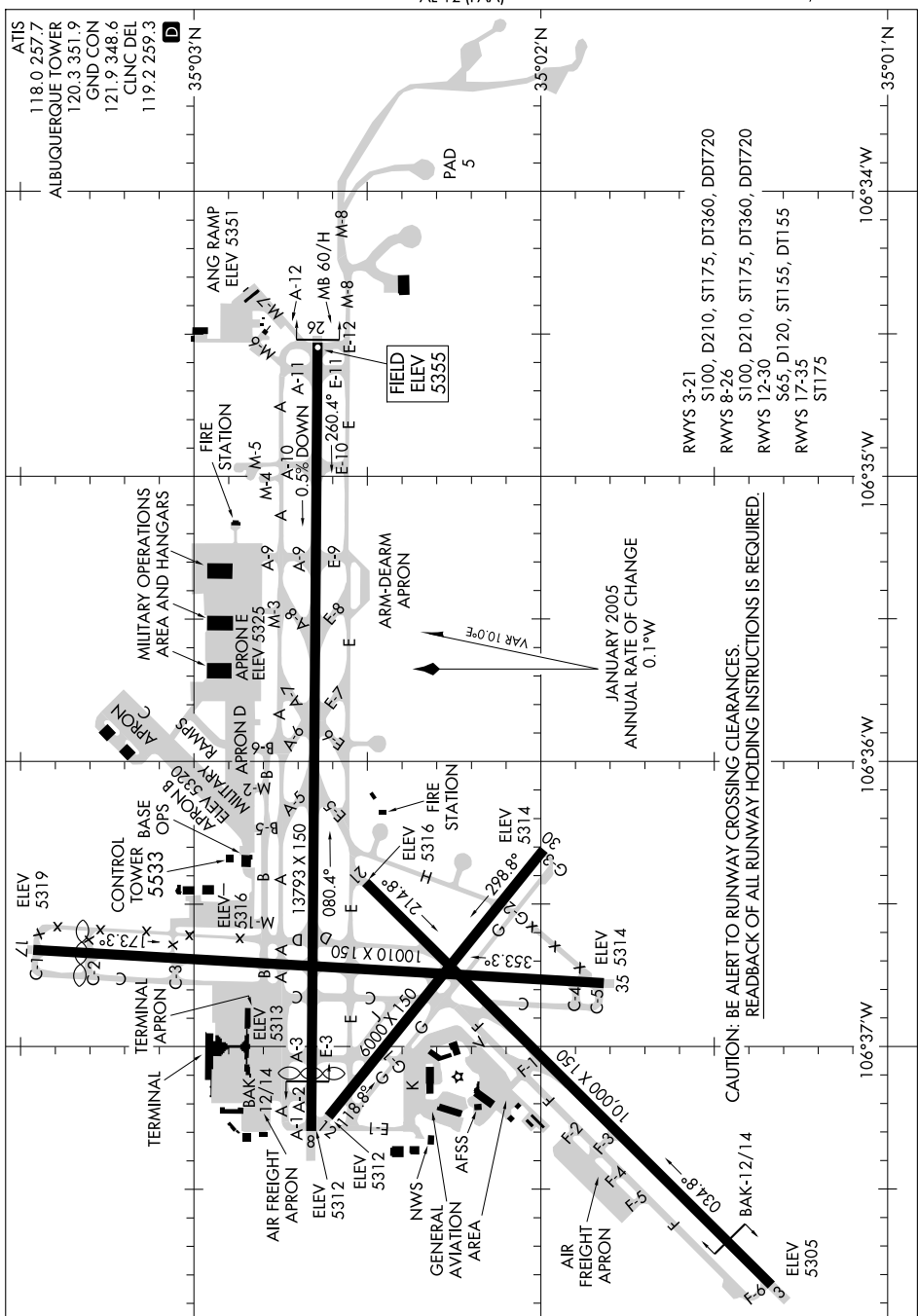
EMERG SAFE ALT 100 NM 14,200



AIRPORT DIAGRAM

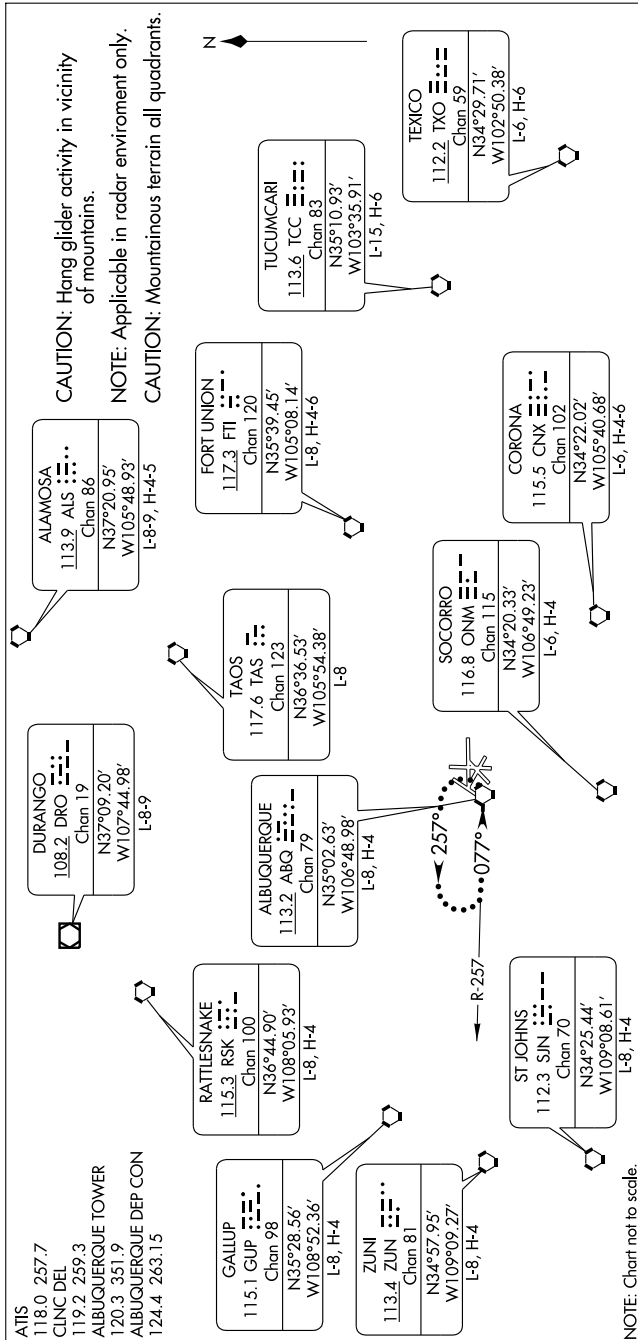
AL-12 (FAA)

ALBUQUERQUE INTL AIRPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



ALBUQUERQUE TWO DEPARTURE

SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

DEPARTURE ROUTE DESCRIPTION

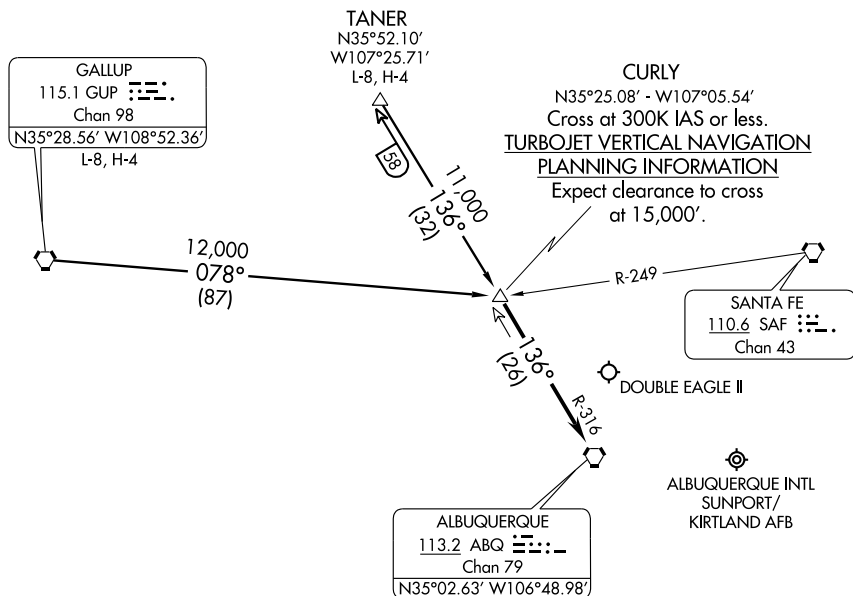
All aircraft fly assigned heading for vectors to filed/assigned route. When weather conditions are 5,000' ceiling and 7 miles visibility or greater, for informal noise abatement, request turboprop and turboprop aircraft, except STOL aircraft, making a left turn from Runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in holding pattern to 14,000 feet, then proceed via assigned fix/route. If cleared above 14,000 feet, climb on assigned heading to 14,000 feet, then proceed via assigned fix/route.

ALBUQUERQUE APP CON

127.4 253.5

ATIS 118.0 257.7



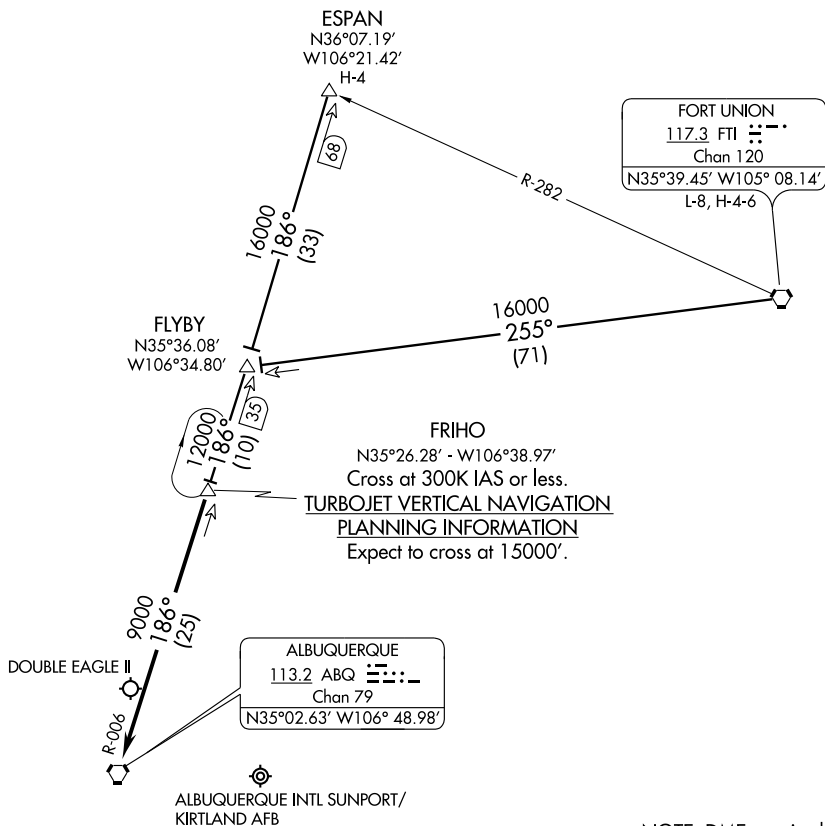
NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



NOTE: DME required.

NOTE: Chart not to scale.

ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

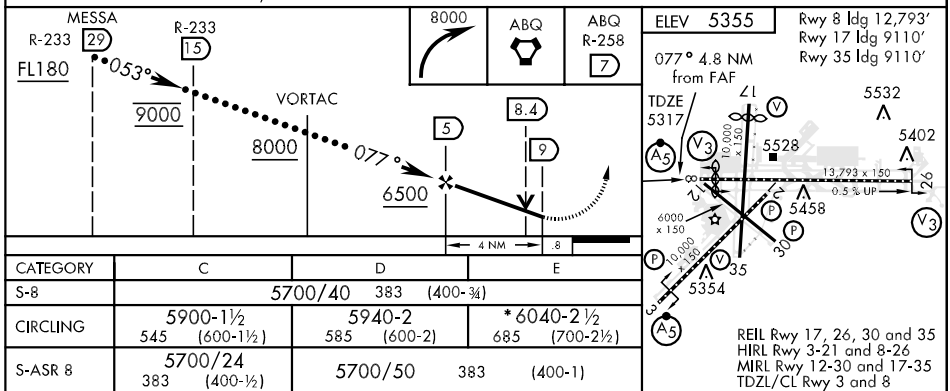
JAL-12 [USAF] ALBUQUERQUE INTL SUNPORT (KIKR/KABQ)

MISSED APPROACH: Climbing right turn to 8000 direct ABQ VORTAC and ABQ R-258 to 7 DME and hold.

ALBUQUERQUE TOWER
120.3 351.9



EMERG SAFE ALT 100 NM 15,200



35°02'N-106°37'W ALBUQUERQUE INTL SUNPORT (KIKR/KABQ)

Amdt 1A 08213

LOC I-BZY	APP CRS	Rwy Idg	10000
111.5	034°	TDZE	5312
		Apt Elev	5355

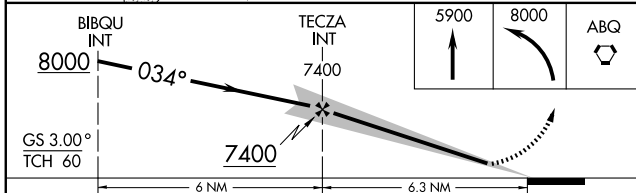
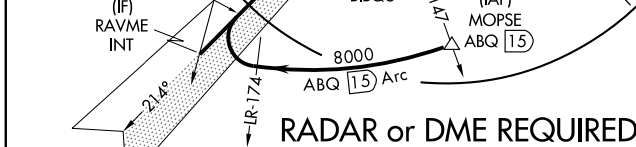
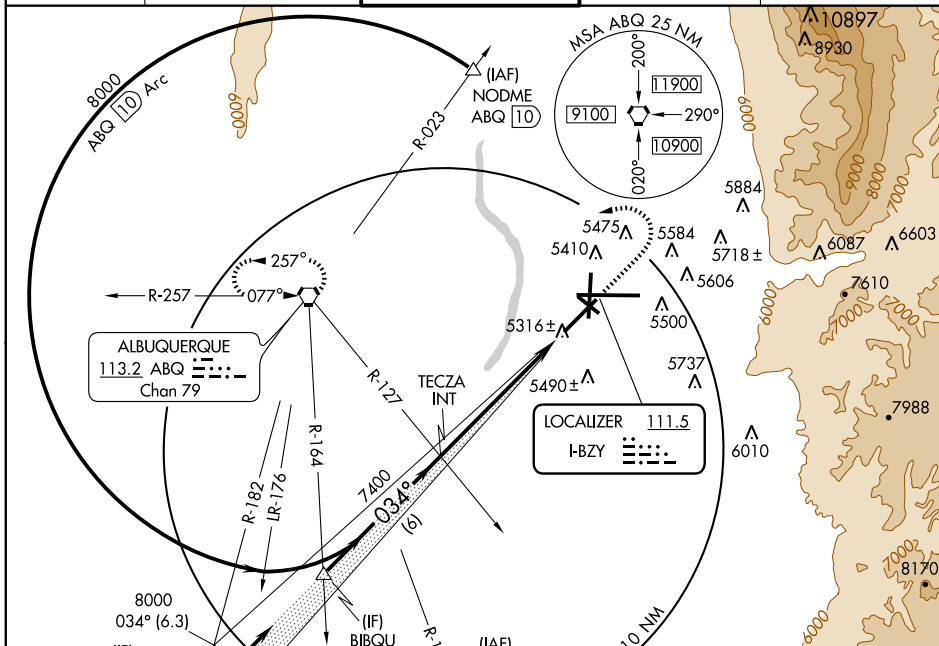
ILS or LOC RWY 3 ALBUQUERQUE INTL SUNPORT (ABQ)

ASR For inoperative MALSRS, increase S-LOC 3 Cat D visibility to RVR 5000. Use of flight director or autopilot or heads up display guidance system (HGS) required.

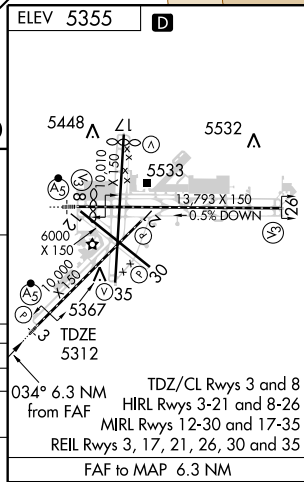


MISSED APPROACH: Climb to 5900 then climbing left turn to 8000 direct ABQ VORTAC and hold, continue climb in hold to 8000.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



CATEGORY	A	B	C	D
S-ILS 3		5512/24	200 (200-½)	
S-LOC 3		5600/24	288 (300-½)	5600/40 288 (300-¾)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5920-2 565 (600-2)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED				
S-ILS 3		5512/18	200 (200-½)	

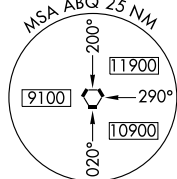
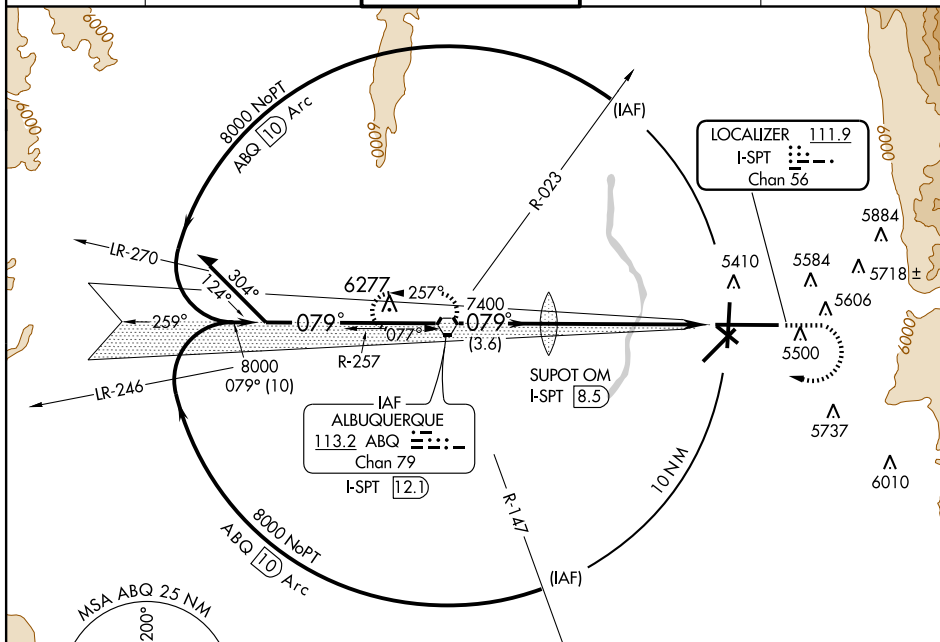


ILS or LOC RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

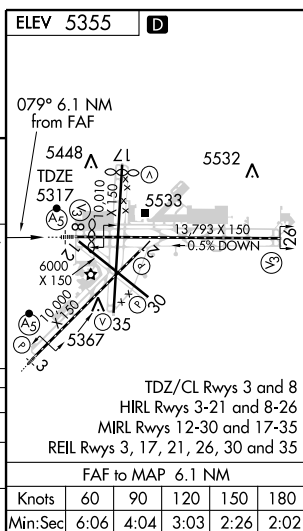
MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

CLNC DEL
119.2 259.3

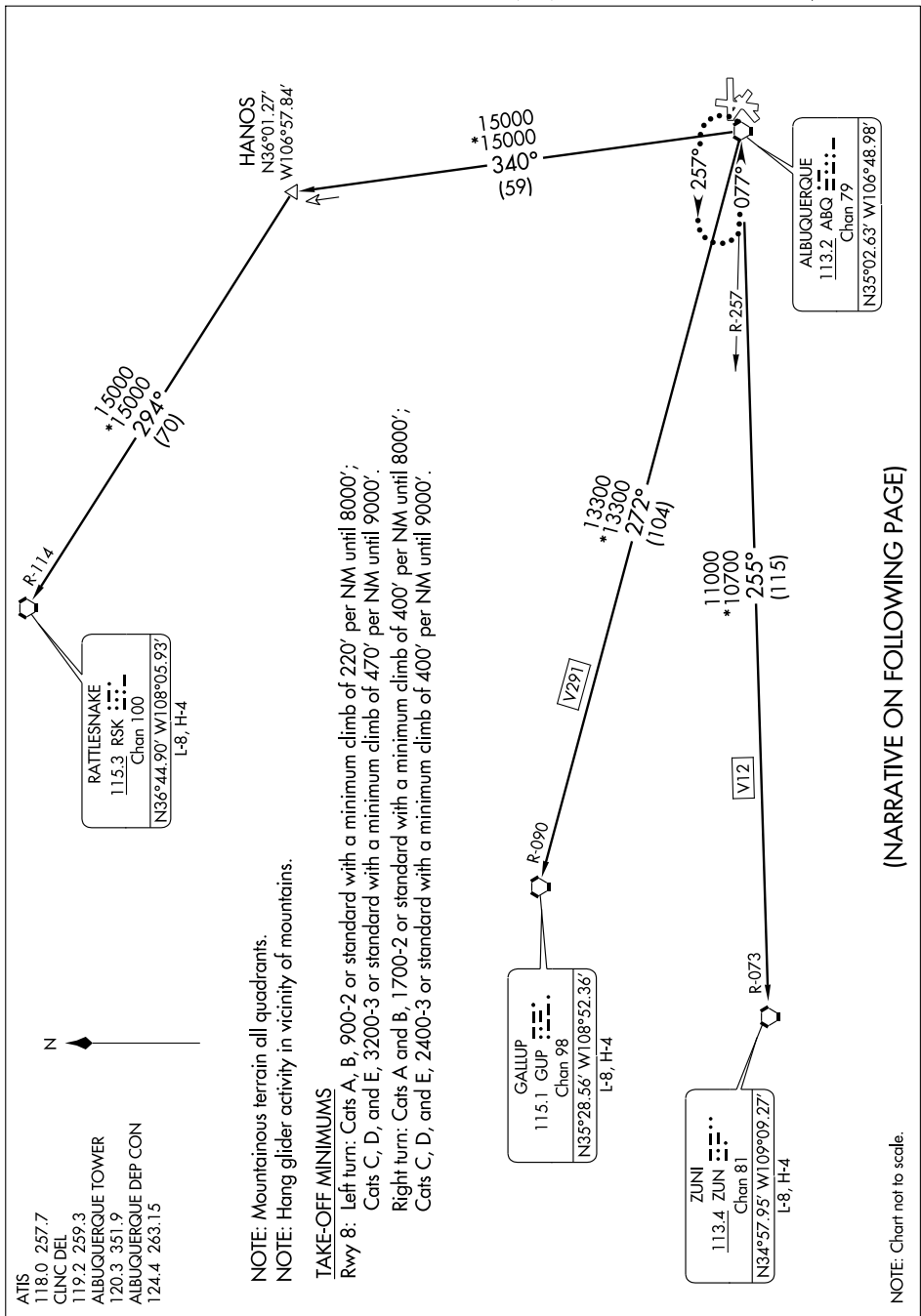


CATEGORY	A	B	C	D
S-ILS 8	5517/18 200 (200-½)			
S-LOC 8	5640/24 323 (300-½)			5640/40 323 (300-¾)
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5940-2 585 (600-2)



LARGO TWO DEPARTURE

SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

DEPARTURE ROUTE DESCRIPTION

All aircraft fly assigned heading for vectors to filed/assigned route.

Rwy 8 departures: Upon passing 5750' MSL, turn left/right to assigned heading. When weather conditions are 5000' ceiling and 7 miles visibility or greater, FOR INFORMAL NOISE ABATEMENT, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in the holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned fix/route.

GALLUP TRANSITION (LARGO2.GUP): From over ABQ VORTAC via ABQ R-272 and GUP R-090 to GUP VORTAC.

RATTLESNAKE TRANSITION (LARGO2.RSK): From over ABQ VORTAC via ABQ R-340 and RSK R-114 to RSK VORTAC.

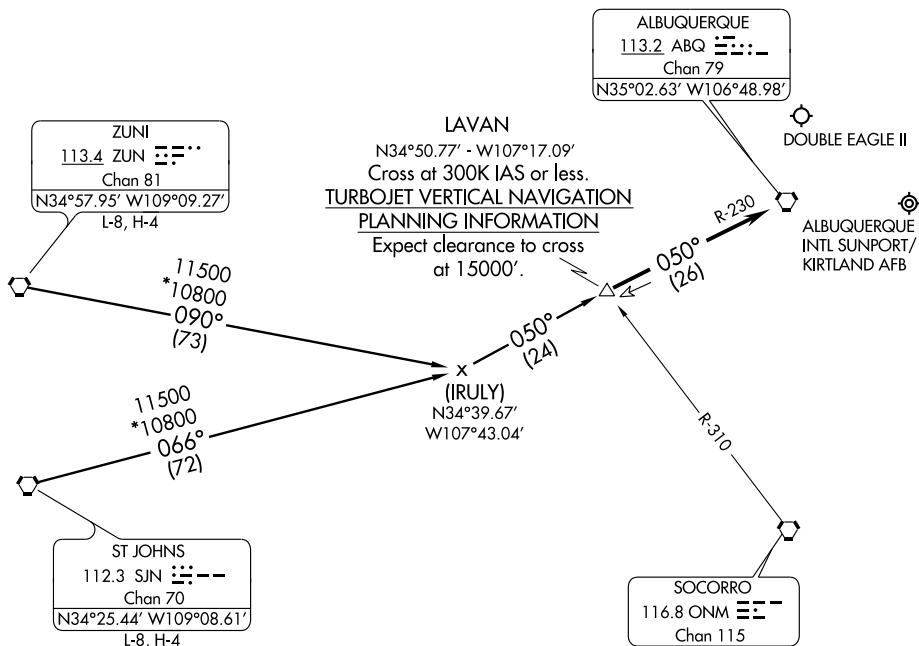
ZUNI TRANSITION (LARGO2.ZUN): From over ABQ VORTAC via ABQ R-255 and ZUN R-073 to ZUN VORTAC.

LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
 123.9 354.1
 ALBUQUERQUE TOWER
 120.3 351.9
 GND CON
 121.9 348.6
 ATIS
 118.0 257.7



NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

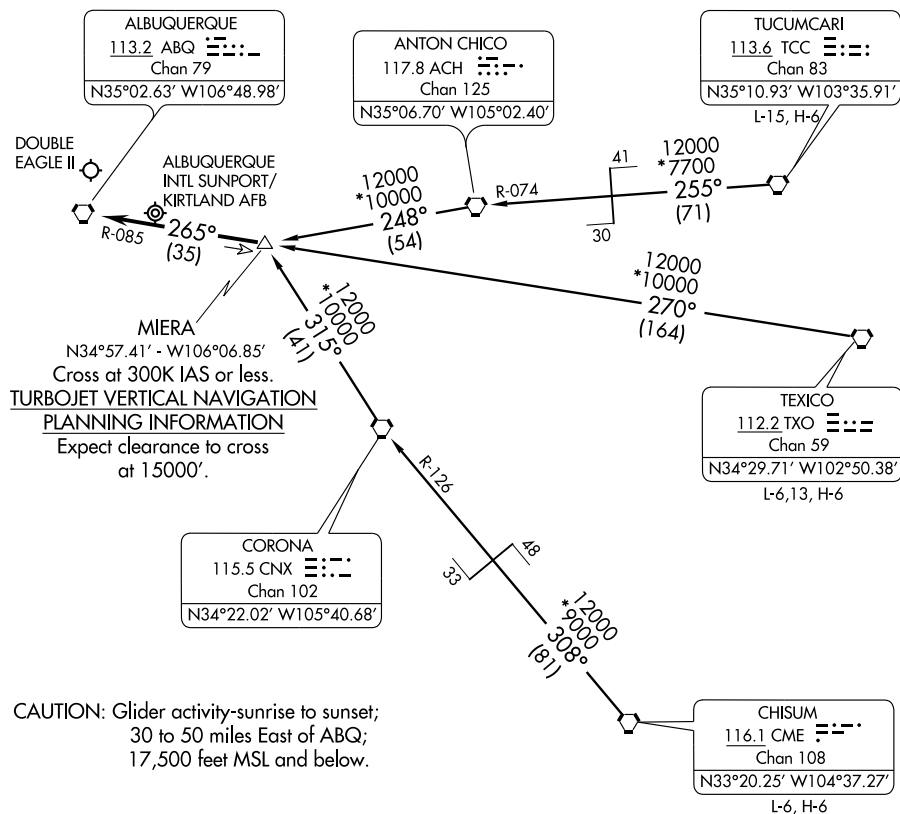
....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

ALBUQUERQUE APP CON

123.9 354.1

ATIS

118.0 257.7



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....


TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

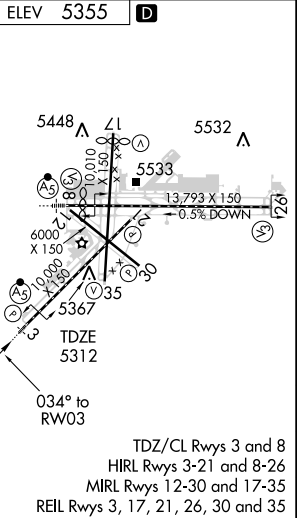
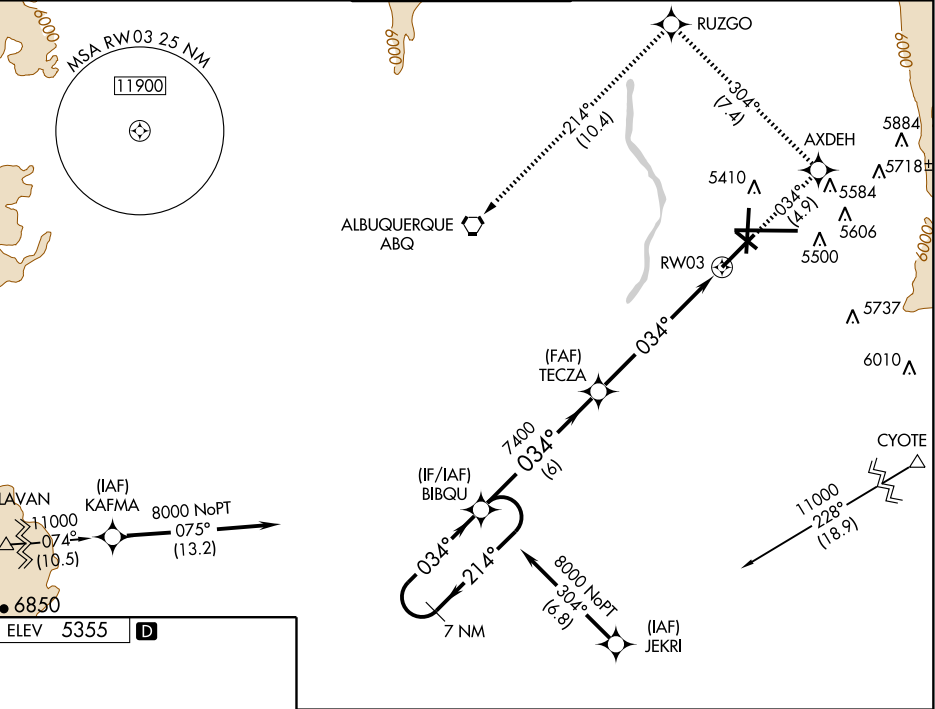
APP CRS	Rwy Idg	10000
034°	TDZE	5312
	Apt Elev	5355

RNAV (GPS) RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

NA
ASR
Inoperative table does not apply to LNAV Cat D.
Baro-VNAV NA below -25°C (-13°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat D
visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 8000 via 034° course to
AXDEH WP then via 304° course to RUZGO WP then via
214° course to ABQ VORTAC.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



7 NM Holding Pattern		BIBQU		8000 034° crs ↑		AXDEH ✧		304° crs ✧		RUZGO ✧		214° crs ✧		ABQ ✧	
8000		←214° 034°→		034°		TECZA		*0.7 NM to RW03		*LNAV only					
GS 3.00° TCH 60				7400				RW03							
				6 NM		5.6 NM		0.7							
CATEGORY		A		B		C		D							
GLS PA DA		NA													
LNAV/ VNAV DA		5580-½ 268 (300-½)												5580-¾ 268 (300-¾)	
LNAV MDA		5600-½ 288 (300-½)												5600-1 288 (300-1)	
CIRCLING		5840-1 485 (500-1)				5900-1½ 545 (600-1½)				5940-2 585 (600-2)					

▼

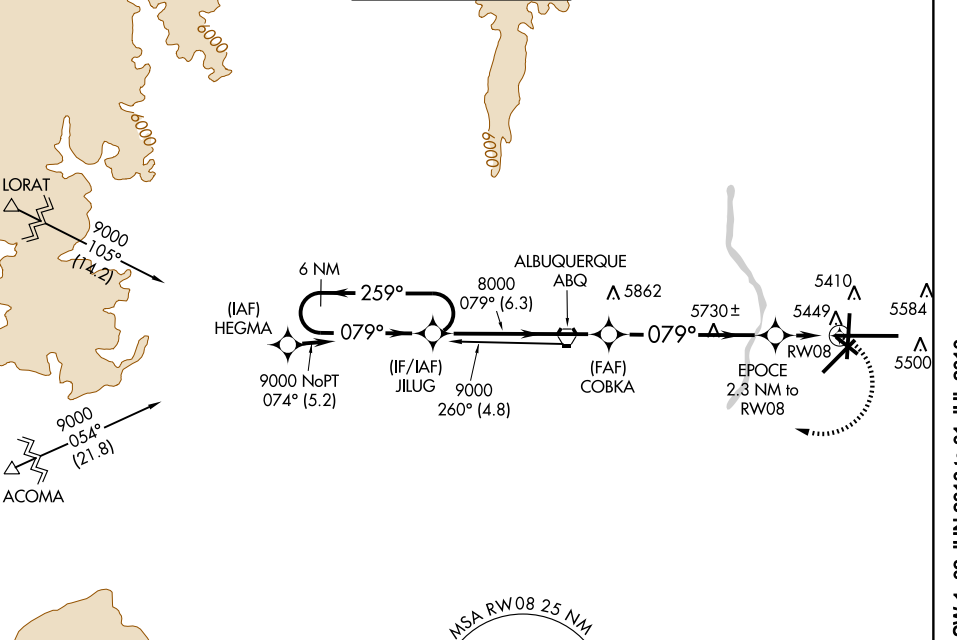
ASR

DME/DME RNP- 0.3 NA.
For inoperative MALS increase LNAV Cat D visibility to 1 ¼.

MALS

MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



ELEV 5355

D

079° to RW08

5448 TDZE 5320

5532

5533

13.793 X 150

0.5% DOWN

6000 X 150

5367

35

53

6 NM Holding Pattern

JILUG

COBKA

EPOCE 2.3 NM to RW08

1.2 NM to RW08

RW08

9000

JILUG

6.3 NM

6 NM

1.1

1.2

3.00° TCH 54

8000

6100

259°

079°

079°

CATEGORY	A	B	C	D
LNAV MDA	5740/24	420 (400-½)	5740/40 420 (400-¾)	5740/50 420 (400-1)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5920-2 565 (600-2)

TDZ/CL Rws 3 and 8

HIRL Rws 3-21 and 8-26

MIRL Rws 12-30 and 17-35

REL Rws 3, 17, 21, 26, 30 and 35

SW-1.03 JUN 2010 to 01 JUL 2010

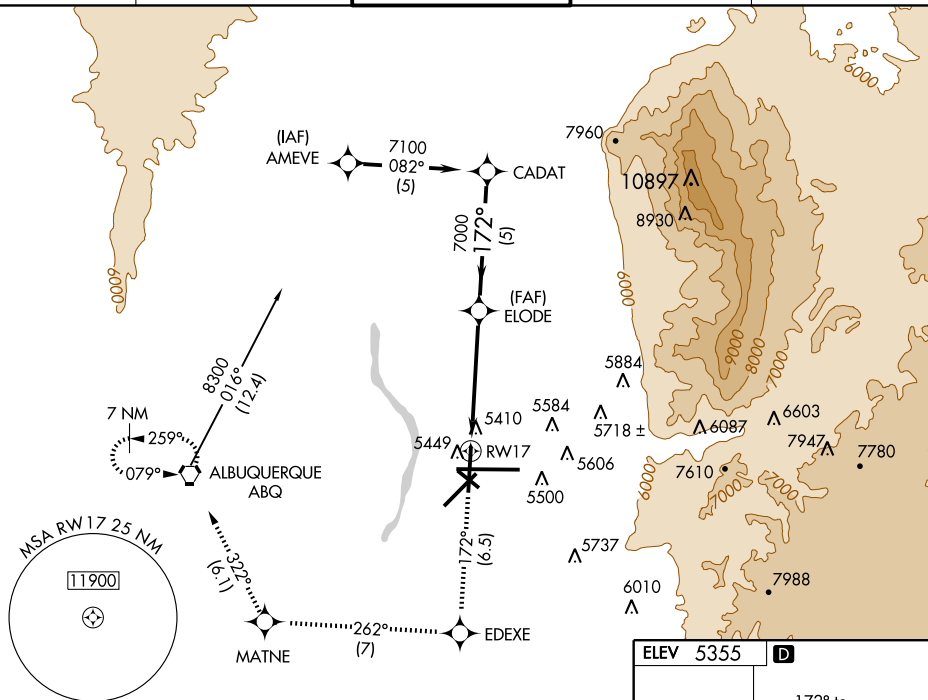
Rwy Idg	9110
TDZE	5321
Apt Elev	5355

RNAV (GPS) RWY 17
ALBUQUERQUE INTL SUNPORT (ABQ)

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

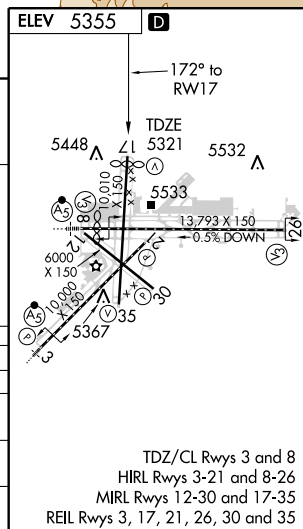
MISSED APPROACH: Climb to 9000 via 172° course to EDEXE then via 262° course to MATNE then via 322° course to ABQ VORTAC and hold.

CLNC DEL
119.2 259.3



SW-1. 03 JUN 2010 to 01 JUL 2010

CATEGORY		A	B	C	D
GLS	DA	NA			
LNAV/ VNAV	DA	5700-1¼ 379 (400-1¼)			
LNAV	MDA	5780-1 459 (500-1)	5780-1¼ 459 (500-1¼)	5780-1½ 459 (500-1½)	
CIRCLING		5840-1¼ 485 (500-1¼)	5900-1½ 545 (600-1½)	5940-2 585 (600-2)	



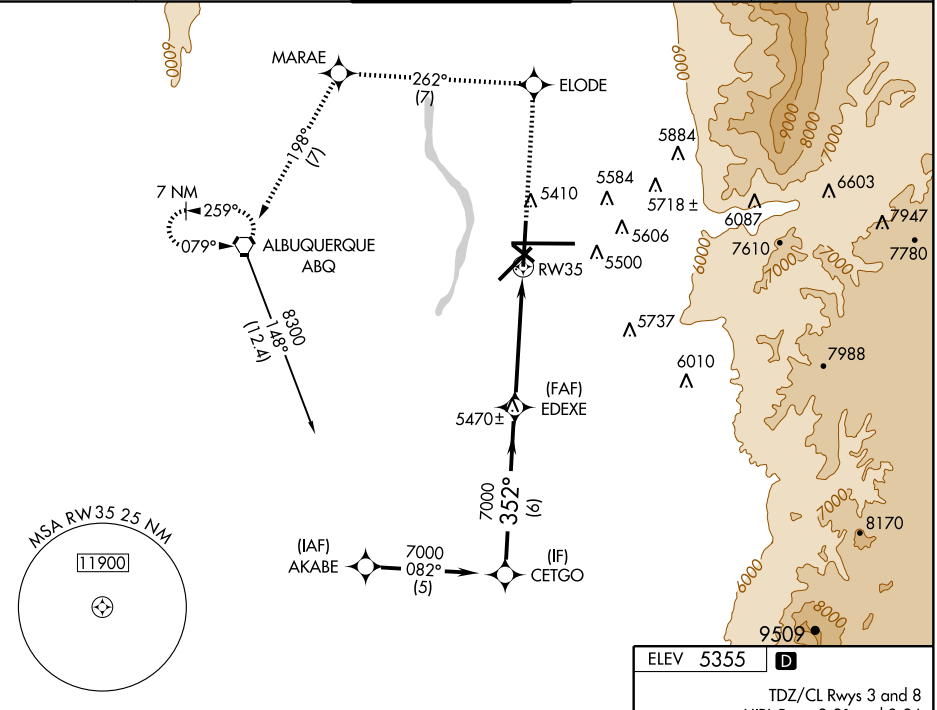
WAAS CH 40011 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev 9110 5316 5355
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RNAV (GPS) RWY 35

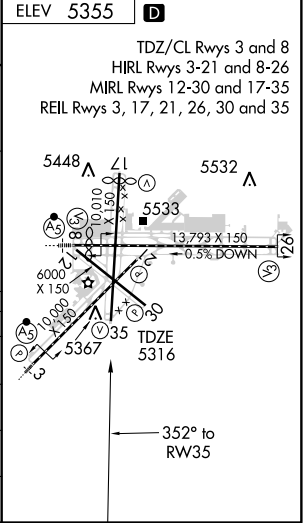
ALBUQUERQUE INTL SUNPORT (ABQ)

ASR	DME/DME RNP-0.3 NA Baro-VNAV NA below -25° C (-13° F).	MISSED APPROACH: Climb to 9000 direct ELODE and via 262° track to MARAE and via 198° track to ABQ VORTAC and hold.
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ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3
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Procedure Turn NA		9000	ELODE	262° tr	MARAE	198° tr	ABQ
CETGO		EDEXE	* 1 NM to RW35				* LNAV only
7000		352°	7000				
GS 3.00°		TCH 55	6 NM				
CATEGORY		A	B	C	D		
LPV	DA	5570-¾		254 (300-¾)			
LNAV/VNAV	DA	5620-1		304 (300-1)			
LNAV	MDA	5680-1		364 (400-1)	5680-1¼ 364 (400-1¼)		
CIRCLING		5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5940-2 585 (600-2)		



VORTAC ABQ	APP CRS	Rwy Idg	12793
113.2	077°	TDZE	5320
Chan 79		Apt Elev	5355

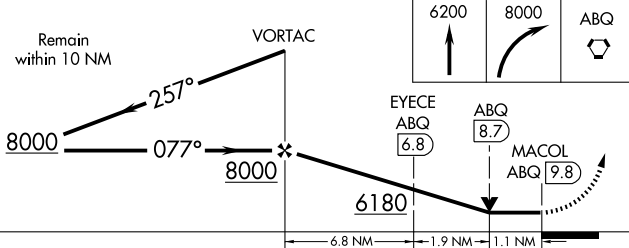
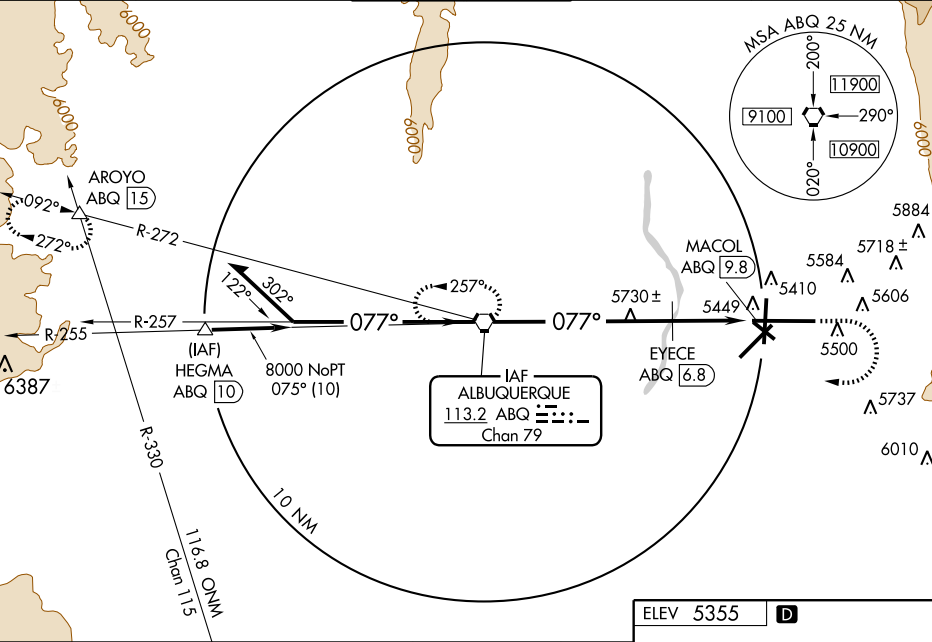
V For inoperative MALS, increase S-8 Cat A visibility to RVR 5000, and Cat E visibility to 3 miles.
A Circling NA for Cat E east of Rwy 17/35.
ASR EYECE FIX MINIMUMS: For inoperative MALS, increase S-8 Cat D visibility to RVR 6000, and Cat E visibility to 3 miles.

MALS

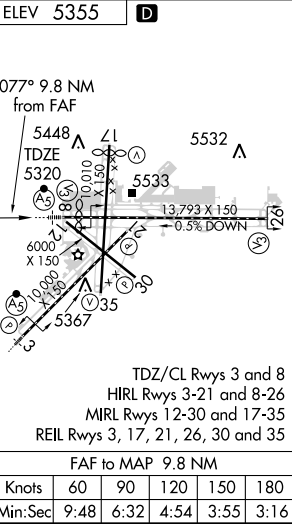


MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct ALBUQUERQUE VORTAC and hold (TACAN aircraft continue via ABQ R-272 to AROYO INT/ABQ 15 DME and hold W, RT, 092 inbound).

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



CATEGORY	A	B	C	D	E
S-8	6180/40	860 (900-¾)	6180-2 860 (900-2)	6180-2¼ 860 (900-2¼)	6180-2½ 860 (900-2½)
CIRCLING	6180-1 825 (900-1)	6180-1¼ 825 (900-1¼)	6180-2½ 825 (900-2½)	6180-2¾ 825 (900-2¾)	6180-3 825 (900-3)
EYECE FIX MINIMUMS					
S-8	5700/24 380 (400-½)		5700/50 380 (400-1)	6180-2½ 860 (900-2½)	
CIRCLING	5840-1 485 (500-1)		5900-1½ 545 (600-1½)	5920-2 565 (600-2)	6180-3 825 (900-3)



AIRPORT DIAGRAM

AL-6859 (FAA)

ALBUQUERQUE/ DOUBLE EAGLE II (AEG)

ALBUQUERQUE, NEW MEXICO

AWOS-3
119.025
DOUBLE EAGLE II*
120.15
GND CON
121.625
CLNC DEL
124.8 (When twr closed)



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

TWR

5883

ELEV 5810

ELEV 5806

35°09'N

SW-1. 03 JUN 2010 to 01 JUL 2010

35°08'N

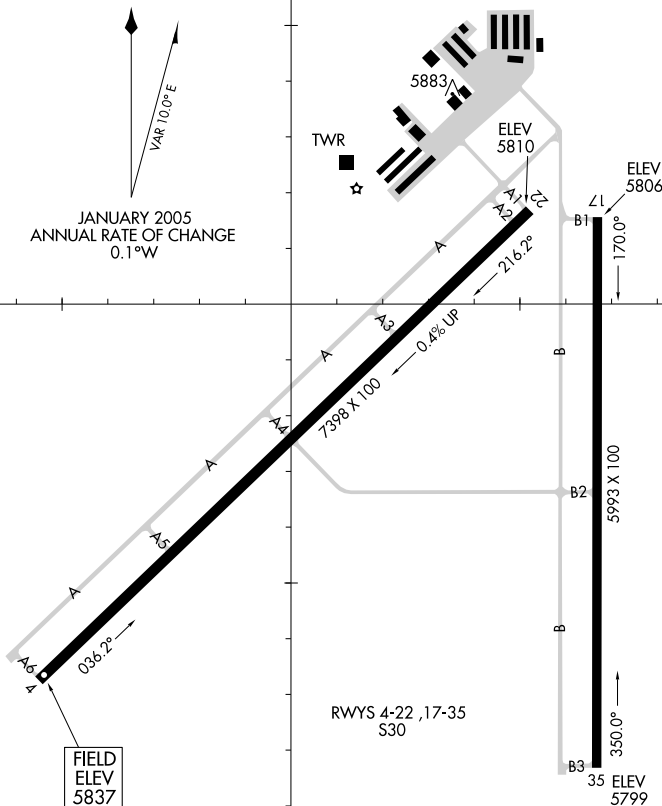
RWYS 4-22, 17-35
S30

FIELD
ELEV
5837

106°48'W

106°47'W

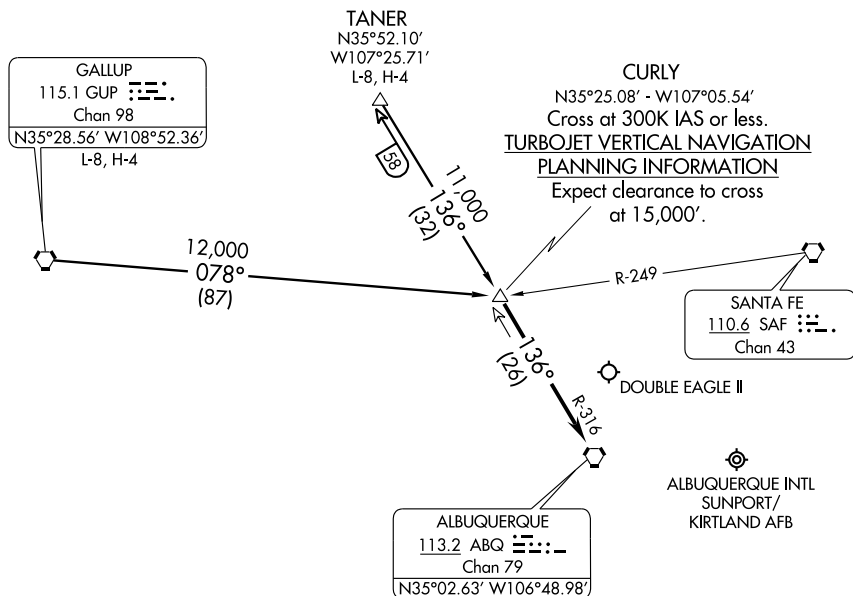
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



ALBUQUERQUE APP CON

127.4 253.5

ATIS 118.0 257.7



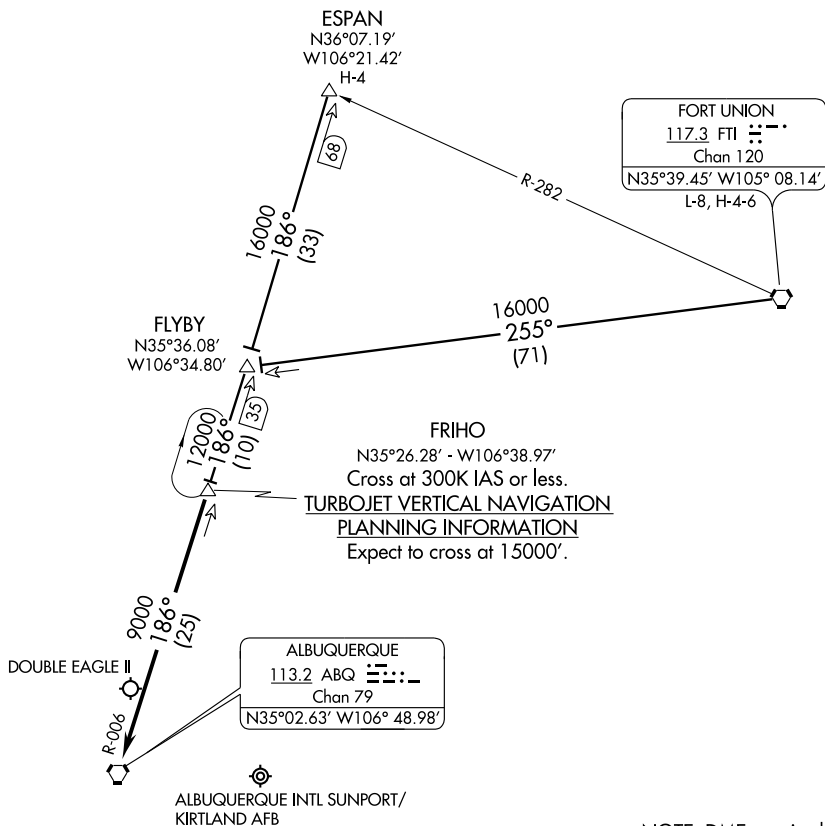
NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

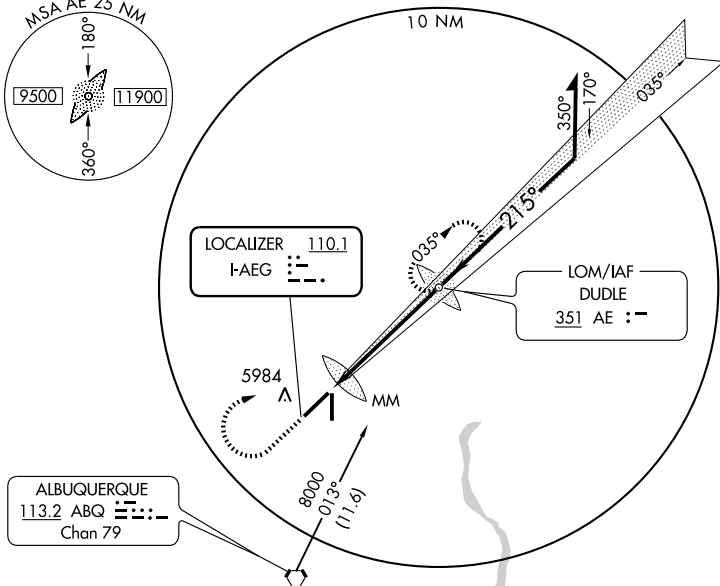
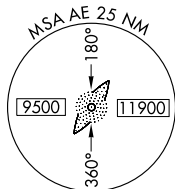
.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

ILS RWY 22
ALBUQUERQUE/ DOUBLE EAGLE II (AEG)

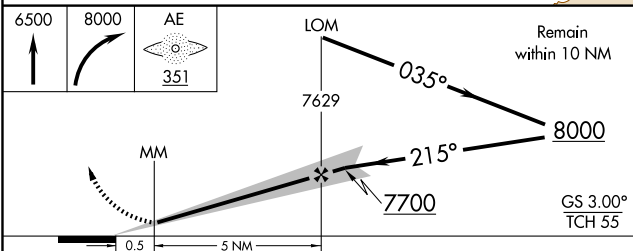
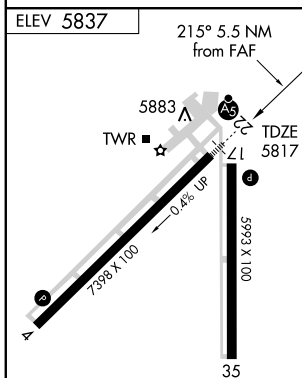
MALSR

MISSED APPROACH: Climb to 6500 then climbing right turn to 8000 direct Duddle LOM and hold.

ALBUQUERQUE
CLNC DEL
124.8



ADF REQUIRED



REIL Rwys 17 and 35 **L**
MIRL Rwys 4-22 and 17-35 **L**

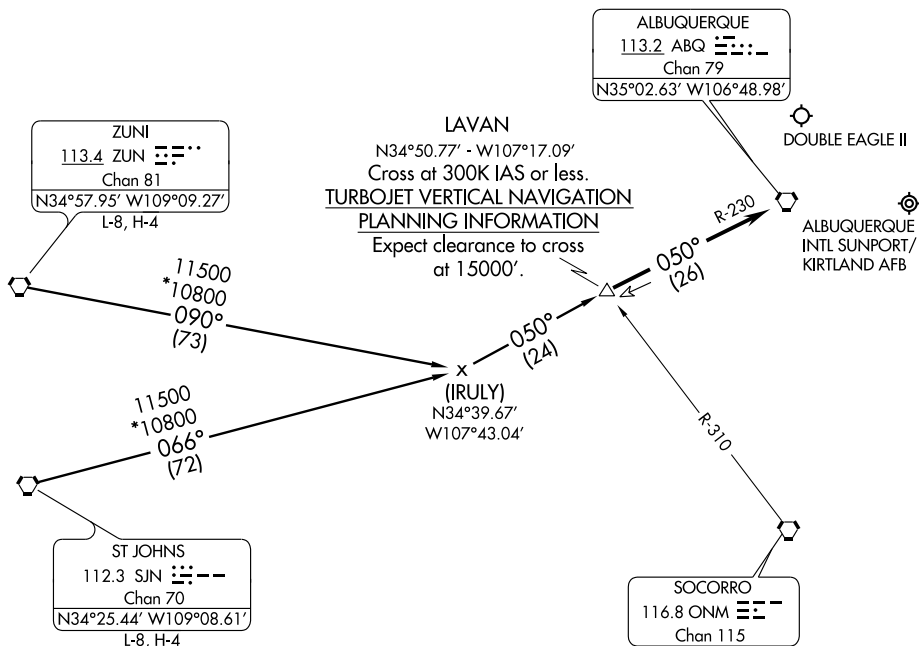
FAF to MAP 5.5 NM						S-LOC 22	6140-½ 323 (400-½)		6140-¾ 323 (400-¾)
Knots	60	90	120	150	180				
Min:Sec	5:30	3:40	2:45	2:12	1:50	CIRCLING	6400-1 563 (600-1)	6400-1½ 563 (600-½)	6400-2 563 (600-2)

LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
 123.9 354.1
 ALBUQUERQUE TOWER
 120.3 351.9
 GND CON
 121.9 348.6
 ATIS
 118.0 257.7



NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

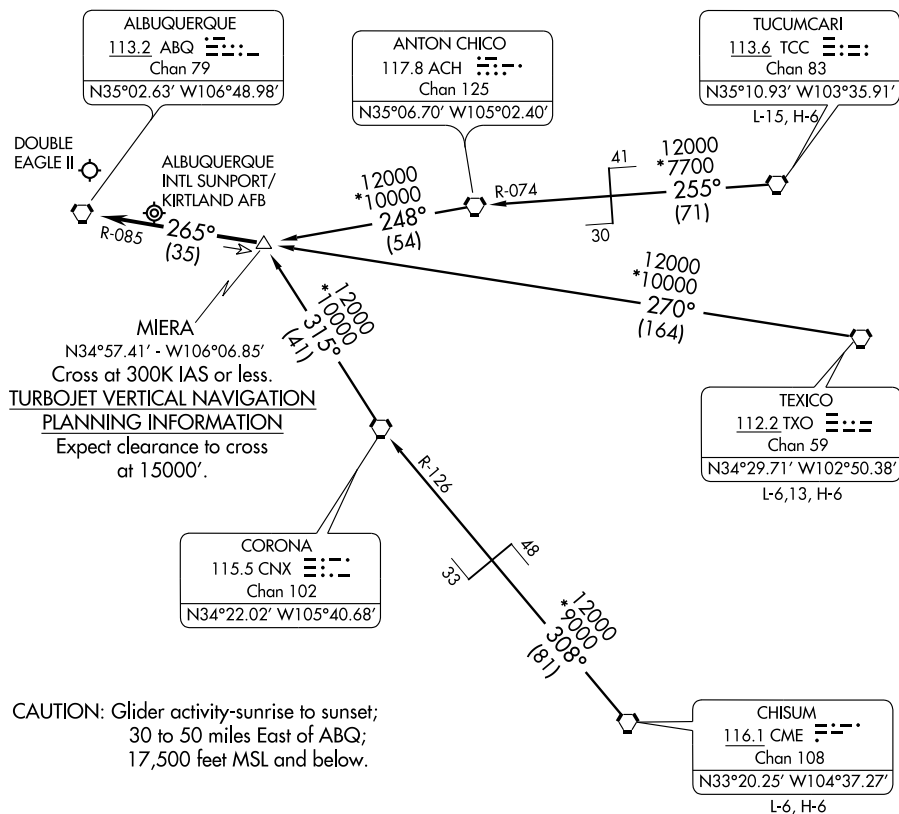
....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

ALBUQUERQUE APP CON

123.9 354.1

ATIS

118.0 257.7



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

APP CRS
215°

Rwy Idg
7398

TDZE
5817

Apt Elev
5837

▼

▲ NA

W

Baro-VNAV NA below -26°C (-15°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼
and LNAV/VNAV Cat D to 1.

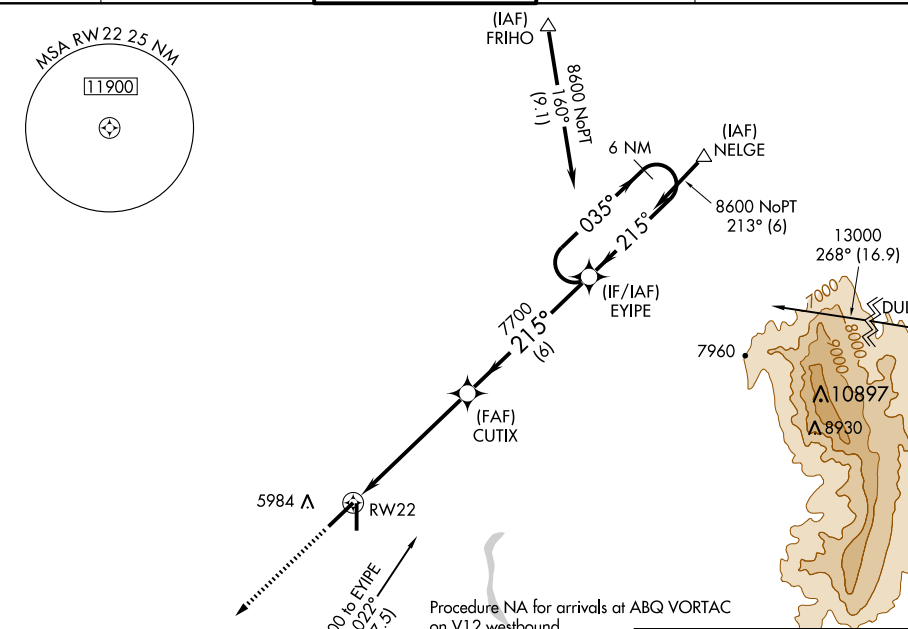
MALSR

▲

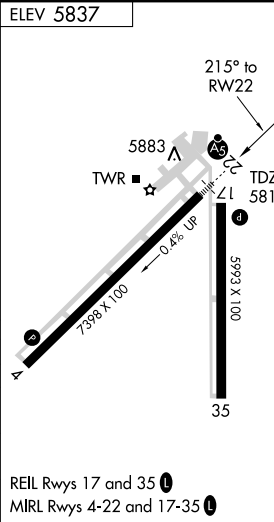
...

MISSED APPROACH: Climb to 9000
direct HEXEM WP and hold.

AWOS-3 119.025	ALBUQUERQUE APP CON 127.4 253.5	DOUBLE EAGLE II TOWER ★ 120.15 (CTAF) 0	GND CON 121.625	ALBUQUERQUE CLNC DEL 124.8
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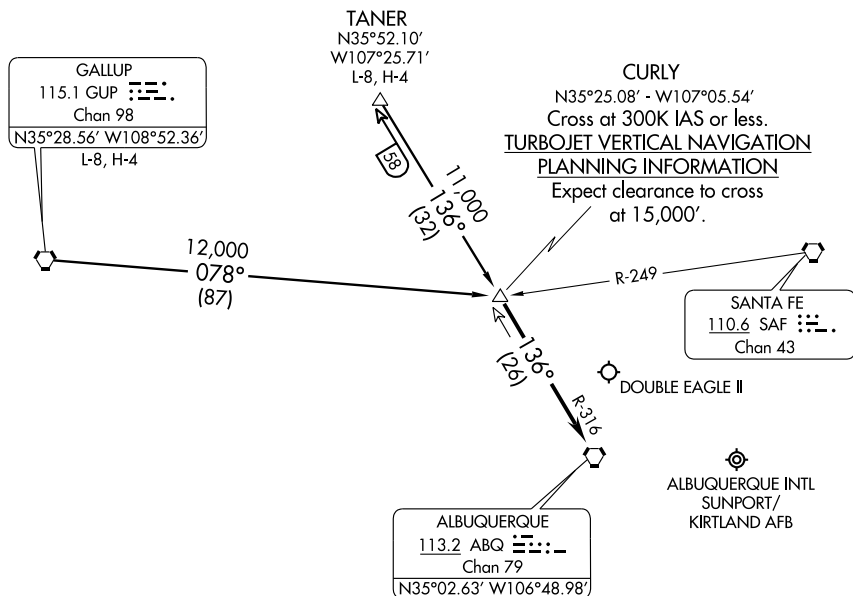
9000	HEXEM	6 NM	9000 to EYIPE (17.5)	022°	5984	RW22	5837	ALBUQUERQUE ABQ
9000	HEXEM	6 NM	1.1 NM to RW22	215°	7700	CUTIX	7398 X 100	5837
*LNAV only								
NA								
CATEGORY	A	B	C	D				
GLS PA	DA							
LNAV/VNAV	DA	6140-½ 323 (400-½)			6140-¾ 323 (400-¾)			
LNAV	MDA	6200-½ 383 (400-½)			6200-1 383 (400-1)			
CIRCLING	6400-1 563 (600-1)		6400-1½ 563 (600-1½)		6400-2 563 (600-2)			



ALBUQUERQUE APP CON

127.4 253.5

ATIS 118.0 257.7



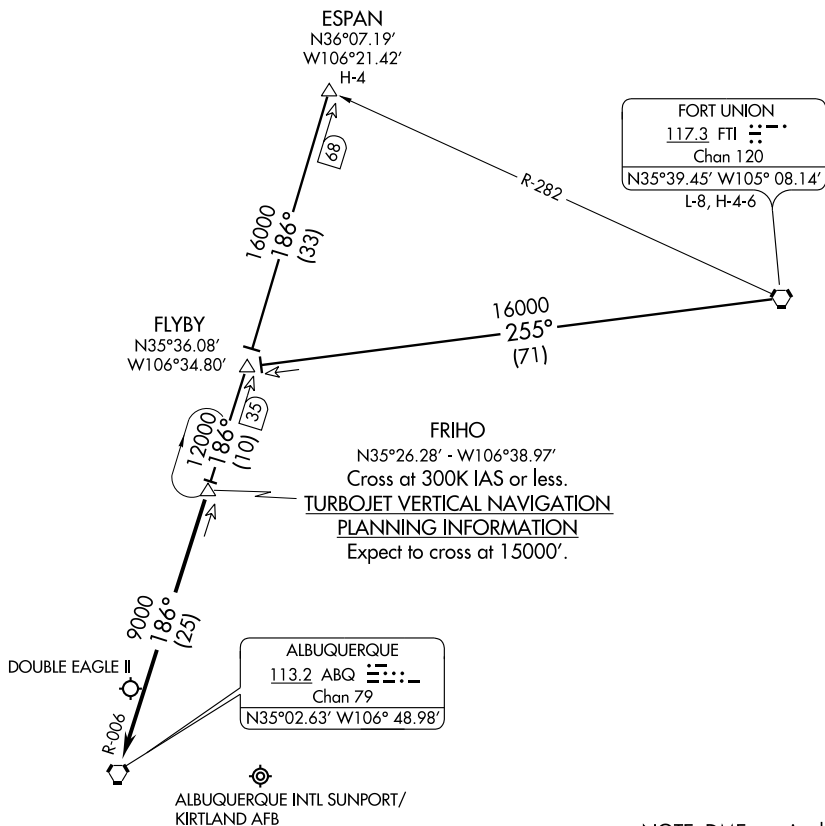
NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

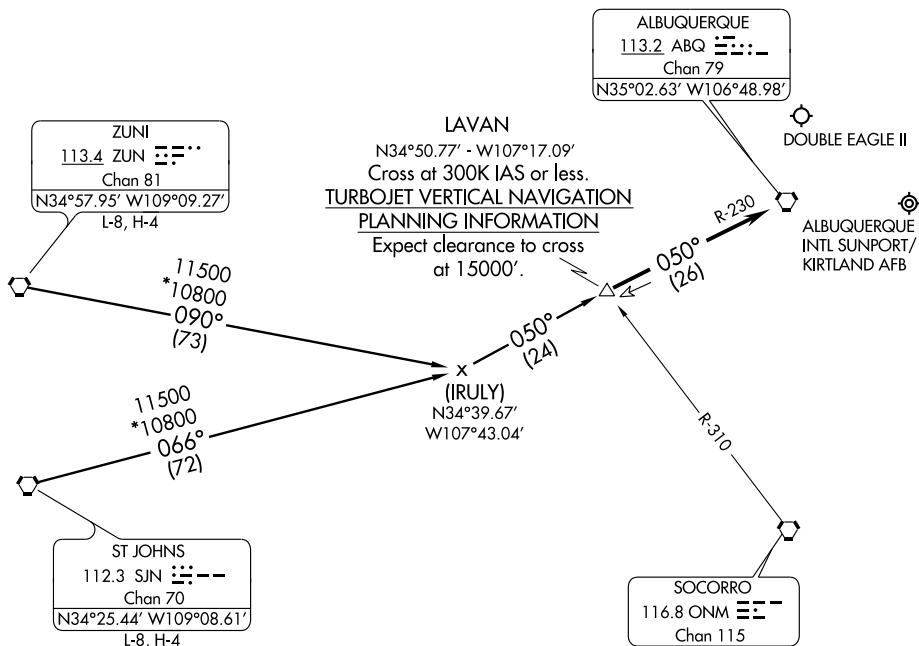
.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
123.9 354.1
ALBUQUERQUE TOWER
120.3 351.9
GND CON
121.9 348.6
ATIS
118.0 257.7



NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

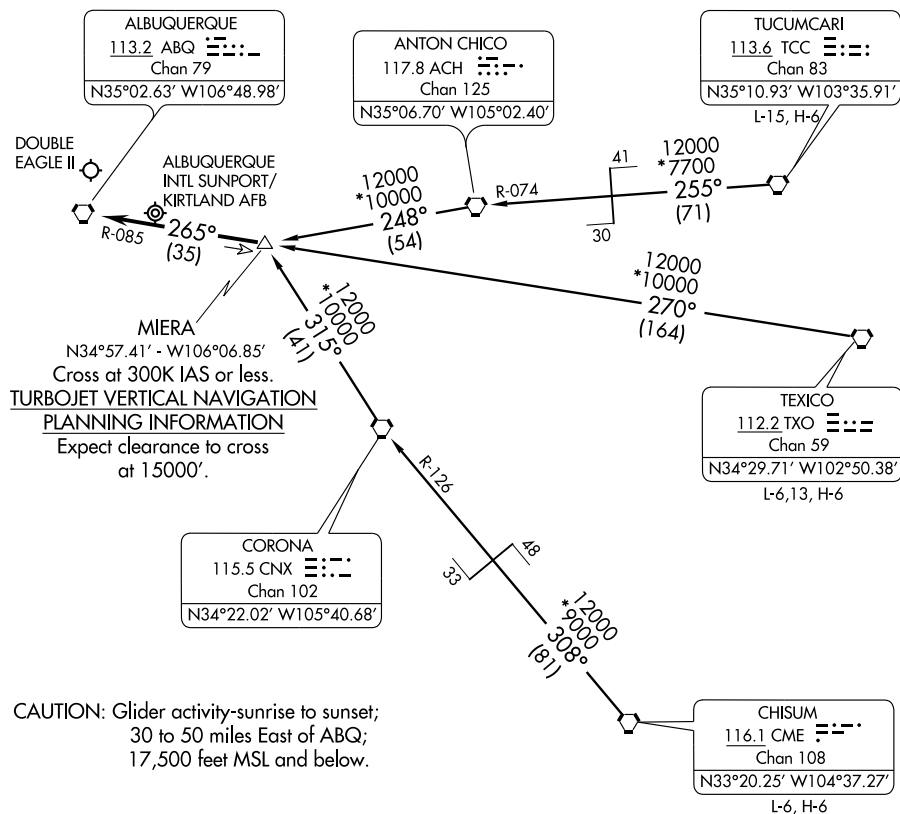
....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

ALBUQUERQUE APP CON

123.9 354.1

ATIS

118.0 257.7



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

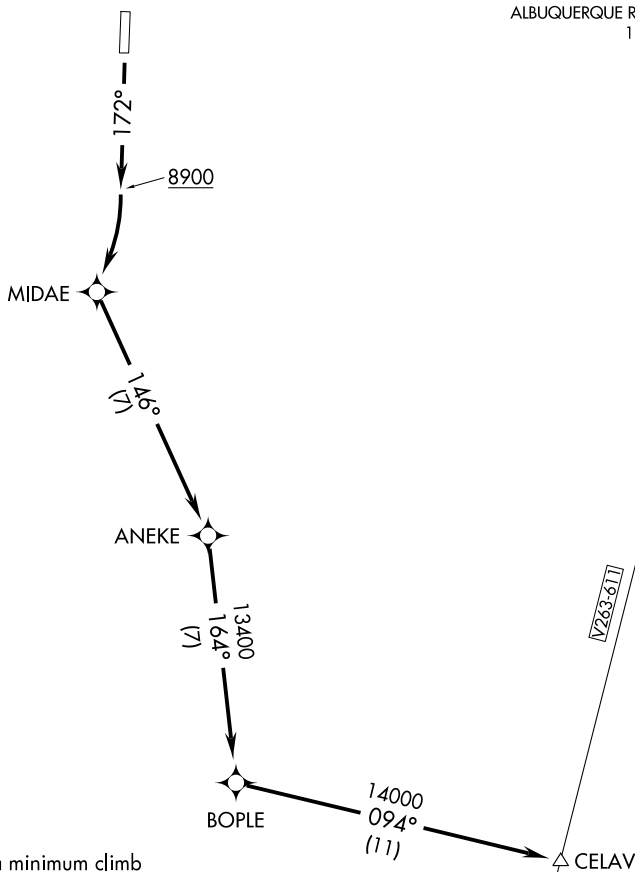
TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

ANEKE TWO DEPARTURE (RNAV) (OBSTACLE)

AWOS-3 118.025
 ALBUQUERQUE CENTER
 132.8 346.35
 ALBUQUERQUE RADIO
 122.55

TAKE-OFF MINIMUMS

Rwy 17: Standard with a minimum climb
 of 526' per NM to 12300.

Rwy 35: NA- obstacles.

NOTE: Do not exceed 250 KIAS until BOPLE.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Rwy 17, road 74' from DER, 481' right of centerline, 15' AGL/8414' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 172° to 8900, then climbing right turn to 14000 direct MIDAE, then via 146° track to ANEKE, then via 164° track to BOPLE, then via 094° track to CELAV.

APP CRS	Rwy ldg	8900
174°	TDZE	8336
	Apt Elev	8380

RNAV (GPS) RWY 17

ANGEL FIRE (AXX)

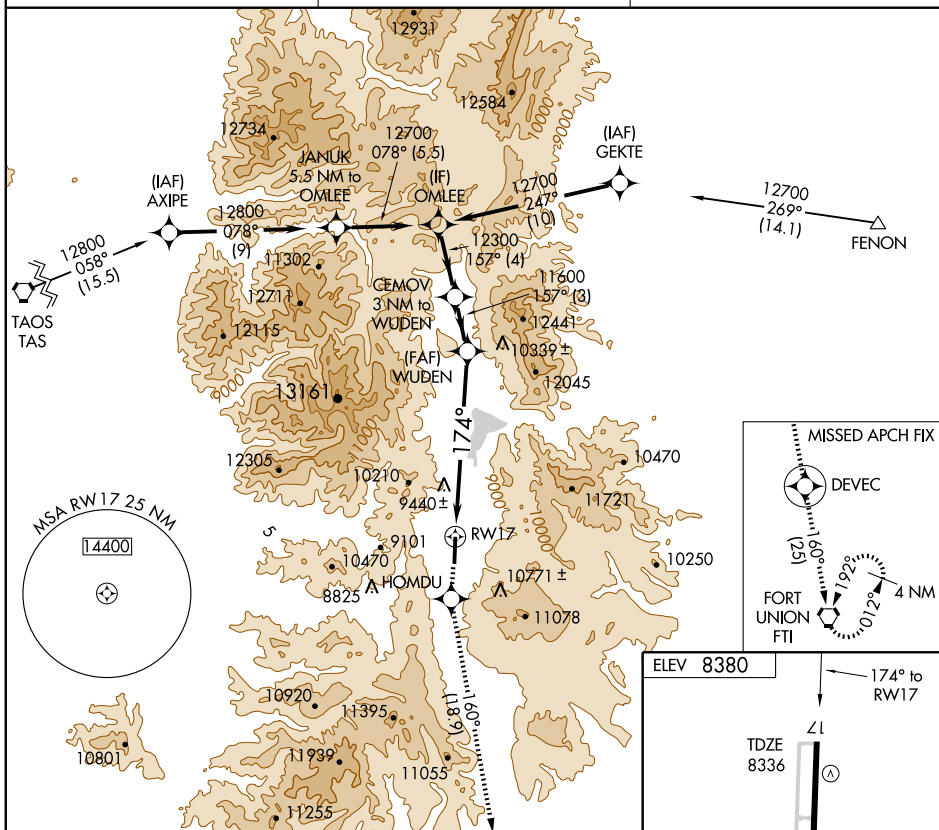
T	If local altimeter setting not received, procedure NA.
A NA	DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 14000 via 174° course to HOMDU and via 160° track to DEVEC and 160° track to FTI VORTAC and hold.






AWOS-3
118.025

ALBUQUERQUE CENTER
132.8 346.35

UNICOM
122.8 (CTAF) **L**



SW-1. 03 JUN 2010 to 01 JUL 2010

	OMLEE	CEMOV 3 NM to WUDEN	14000 ↑ 174°	HOMDU 	160° track 	DEVEC 	160° track 	FTI 
12700	157°	12300	WUDEN	11600	174°	3.05° TCH 40	RW17	
Procedure Turn NA								
	4 NM	3 NM		10 NM				
CATEGORY	A	B	C	D				
LNAV MDA	9960-1¼ 1624 (1600-1¼)	9960-1½ 1624 (1600-1½)	9960-3 1624 (1600-3)	NA				
CIRCUING	NA							

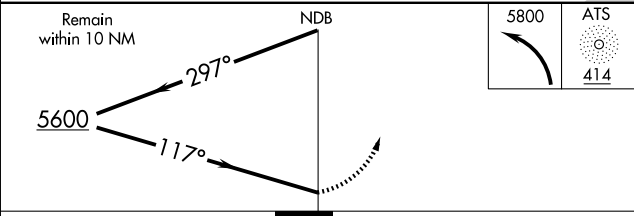
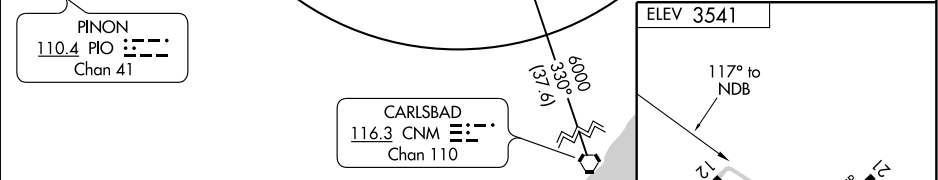
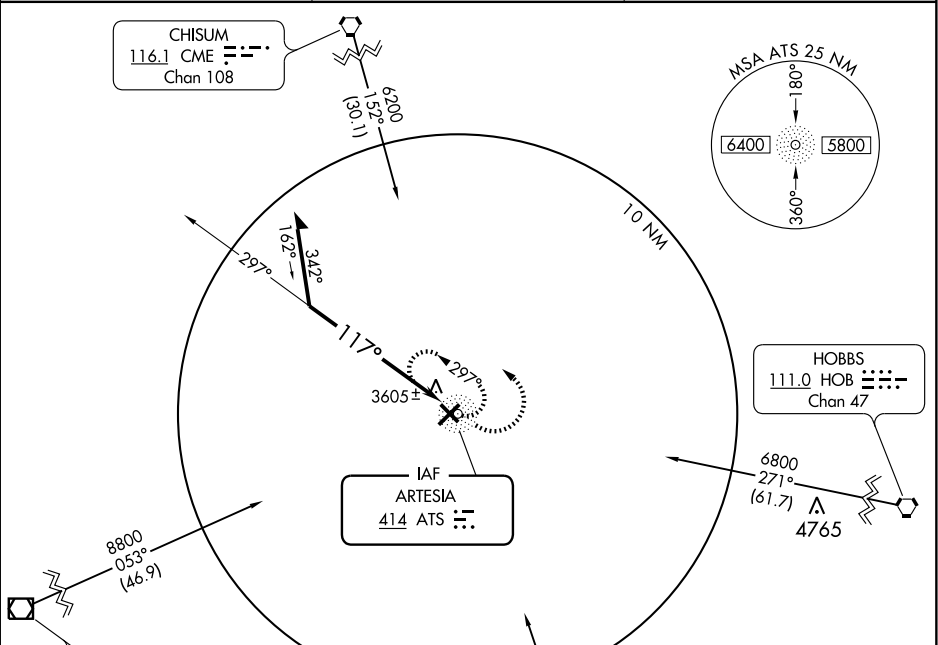
MIRL Rwy 17-35 **L**

NDB RWY 12
ARTESIA MUNI (ATS)

NDB ATS 414	APP CRS 117°	Rwy Idg TDZE Apt Elev	5390 3534 3541
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NA	MISSED APPROACH: Climbing left turn to 5800 in ATS NDB holding pattern.
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AWOS-3 126.725	ROSWELL APP CON★ 119.6 239.0	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	4180-1	646 (700-1)	4180-1¾ 646 (700-1¾)	4180-2 646 (700-2)
CIRCLING	4180-1	639 (700-1)	4180-1¾ 639 (700-1¾)	4180-2 639 (700-2)

NA

MISSED APPROACH: Climbing right turn to 5800 in ATS NDB holding pattern.

AWOS-3

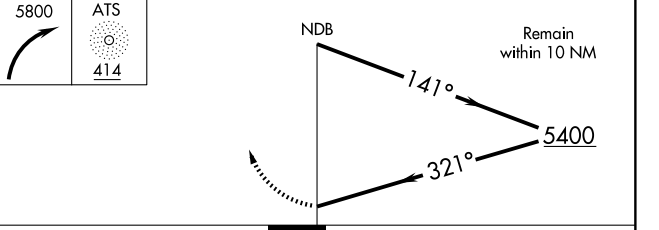
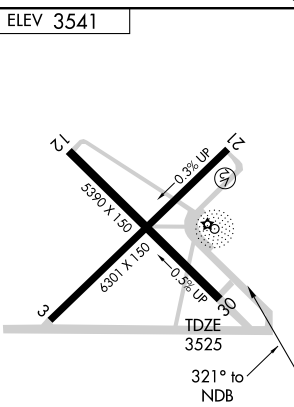
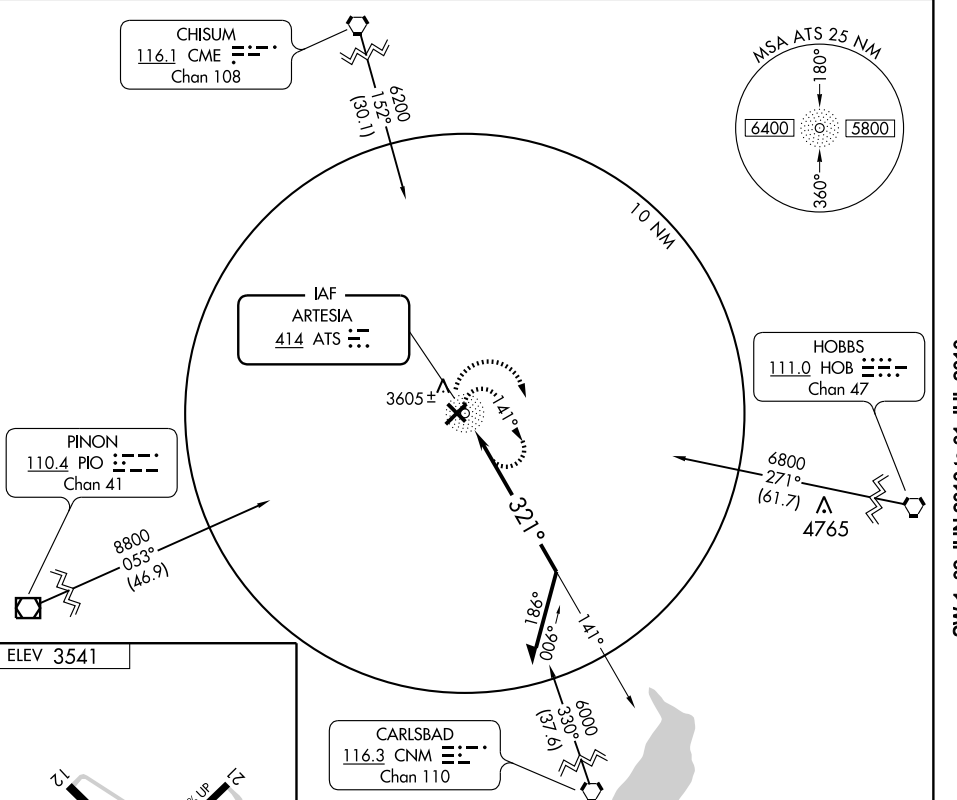
126.725

ROSWELL APP CON★

119.6 239.0

UNICOM

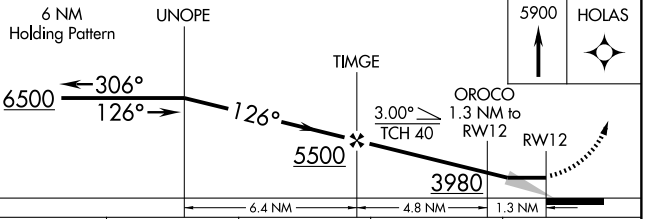
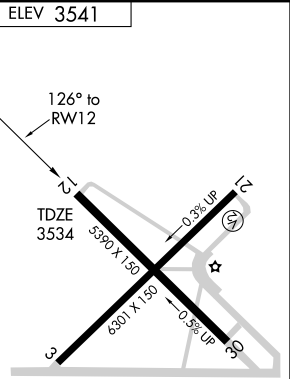
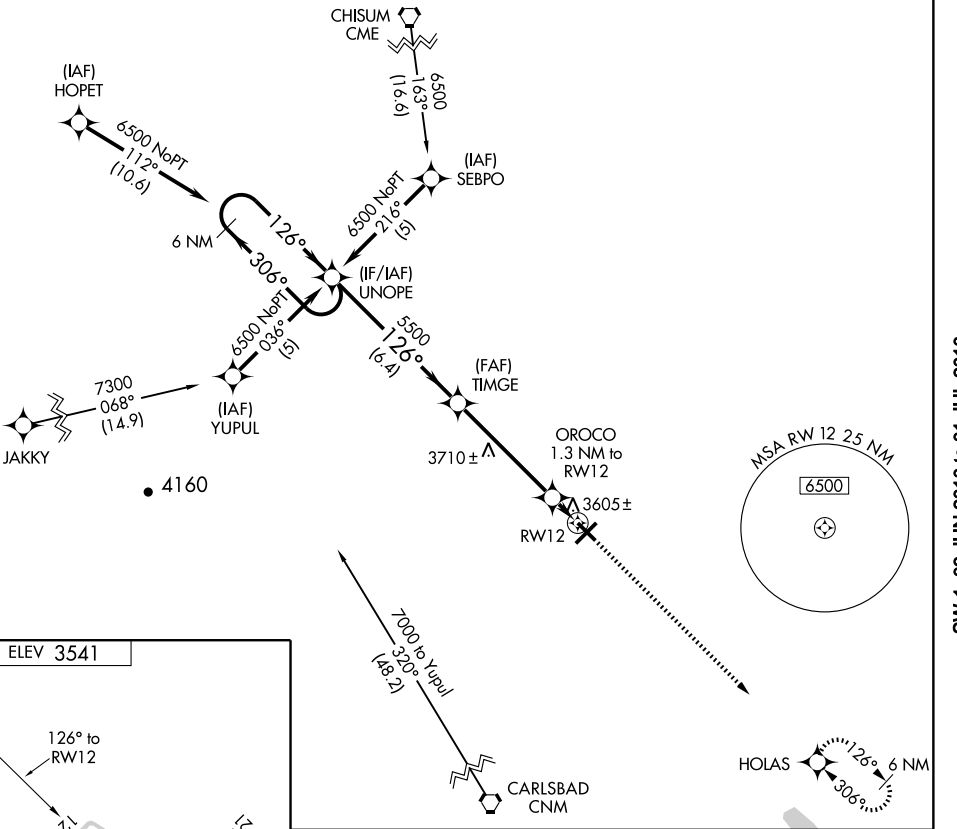
123.075 (CTAF) 0



DME/DME RNP- 0.3 NA
 If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

AWOS-3 126.725	ROSWELL APP CON* 119.6 239.0	UNICOM 123.075 (CTAF) 0
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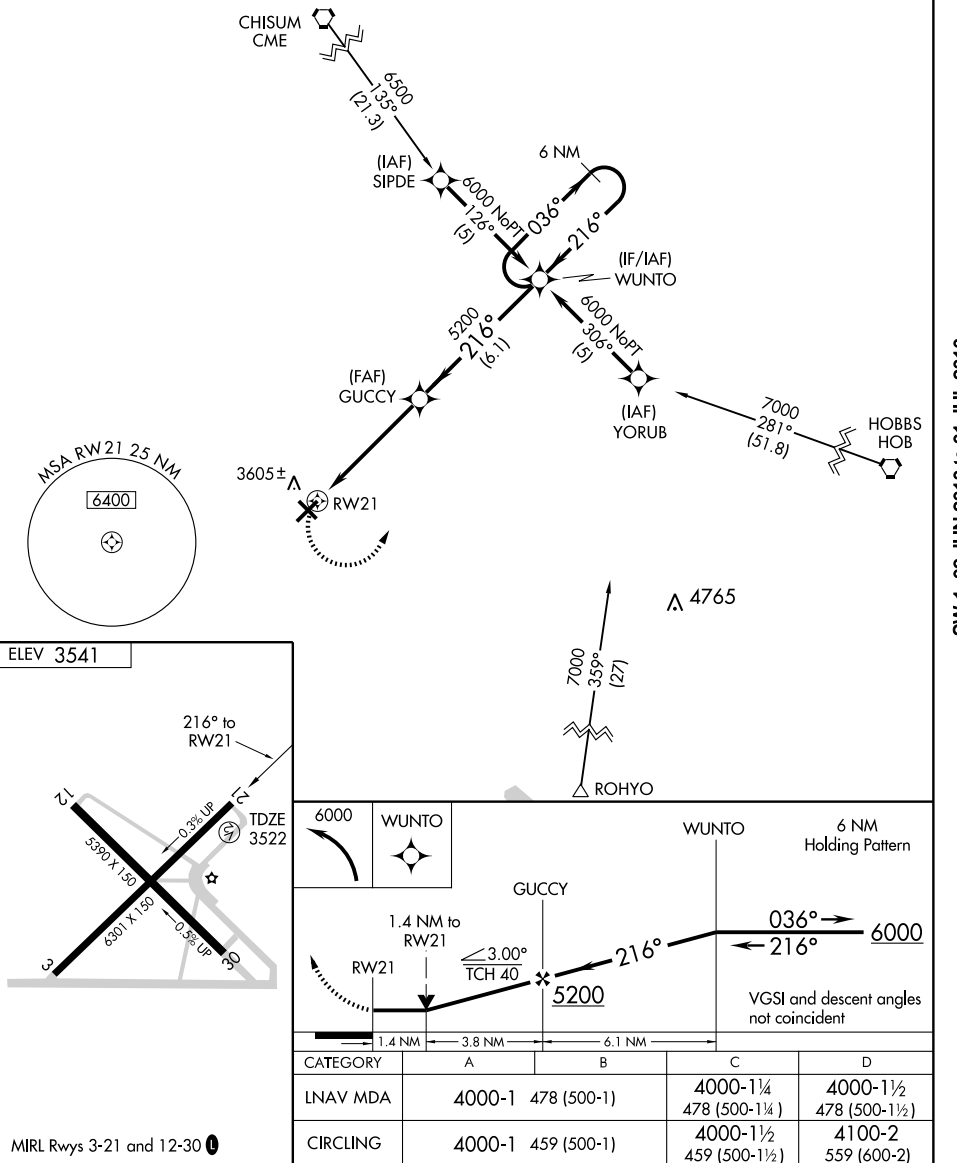


CATEGORY	A	B	C	D
LNAV MDA	3900-1 366 (400-1)			3900-1¼ 366 (400-1¼)
CIRCLING	3940-1 399 (400-1)	4000-1 459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 6000 direct WUNTO and hold.

AWOS-3 126.725	ROSWELL APP CON* 119.6 239.0	UNICOM 123.075 (CTAF) 0
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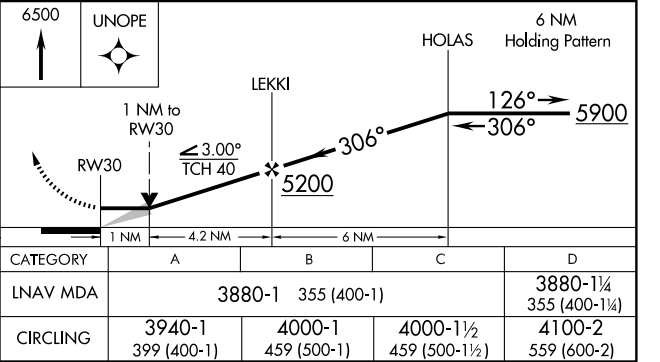
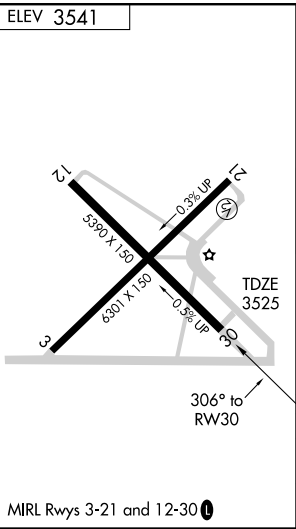
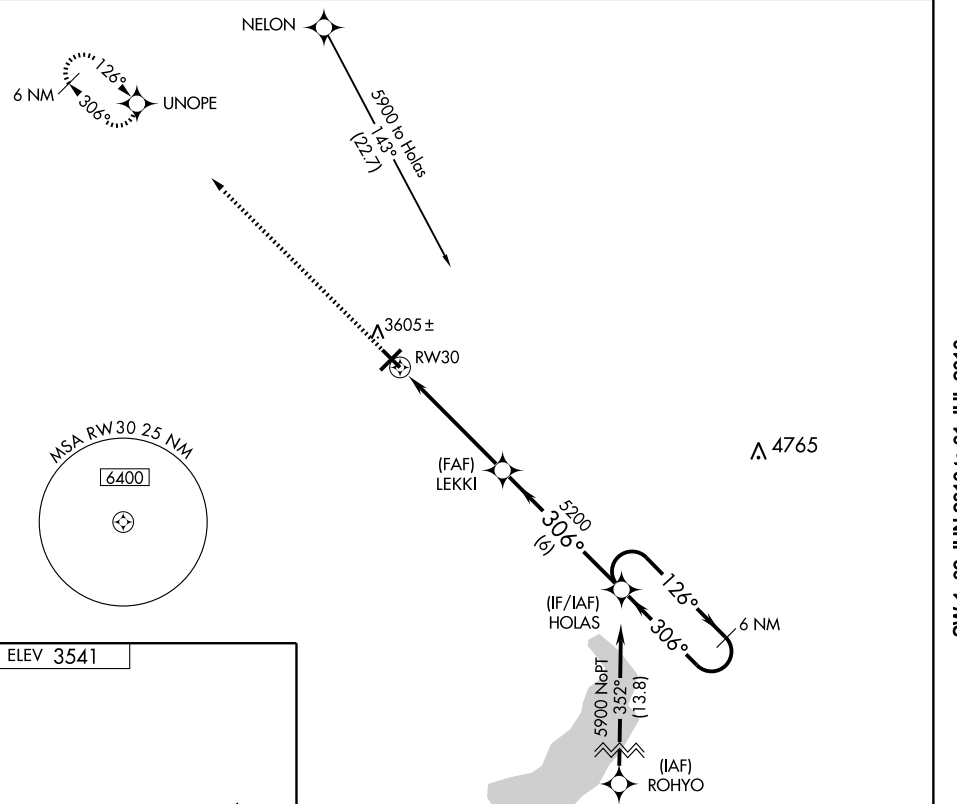


SW-1. 03 JUN 2010 to 01 JUL 2010

DME/DME RNP- 0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6500 direct UNOPE and hold.

AWOS-3 126.725	ROSWELL APP CON★ 119.6 239.0	UNICOM 123.075 (CTAF) 1
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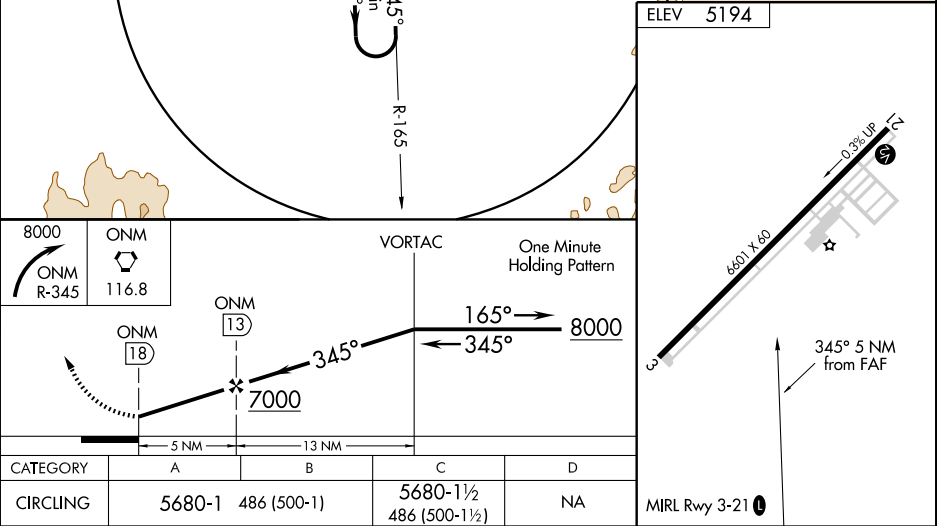
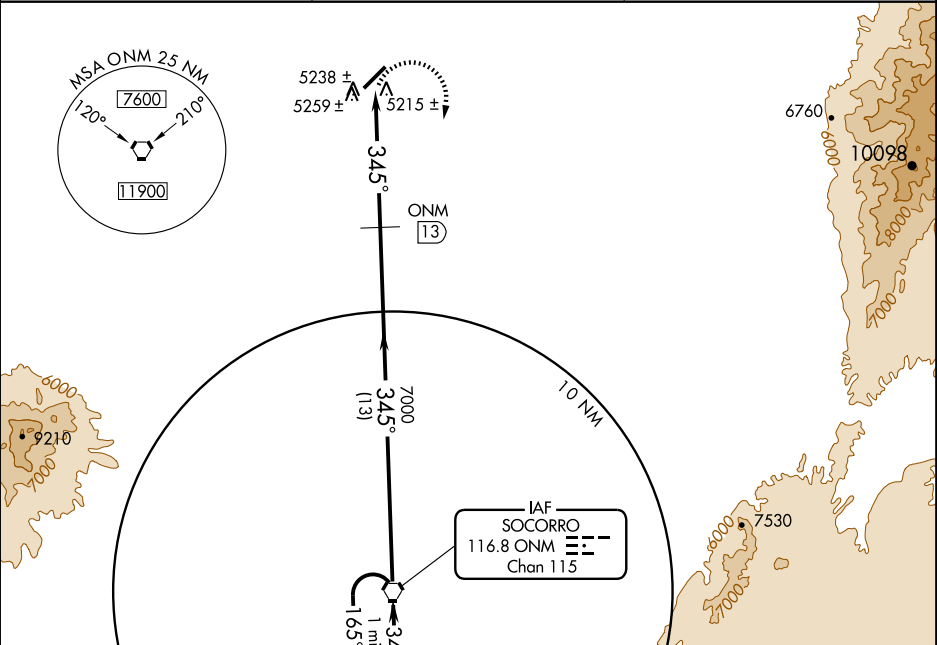
SW-1.03 JUN 2010 to 01 JUL 2010

VORTAC ONM 116.8 Chan 115	APP CRS 345°	Rwy Idg TDZE Apt Elev N/A N/A 5194
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VOR/DME-A
BELEN/ALEXANDER MUNI (E80)

NA Use Albuquerque, NM altimeter setting.	MISSED APPROACH: Climbing right turn to 8000 via ONM R-345 to ONM VORTAC and hold.
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AWOS-3 118.55	ALBUQUERQUE APP CON 123.9 354.1	UNICOM 122.8 CTAF 0
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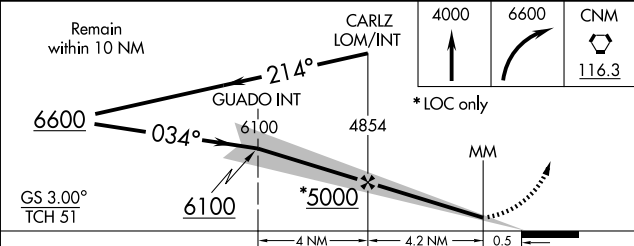
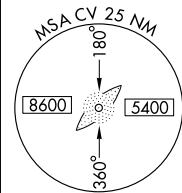
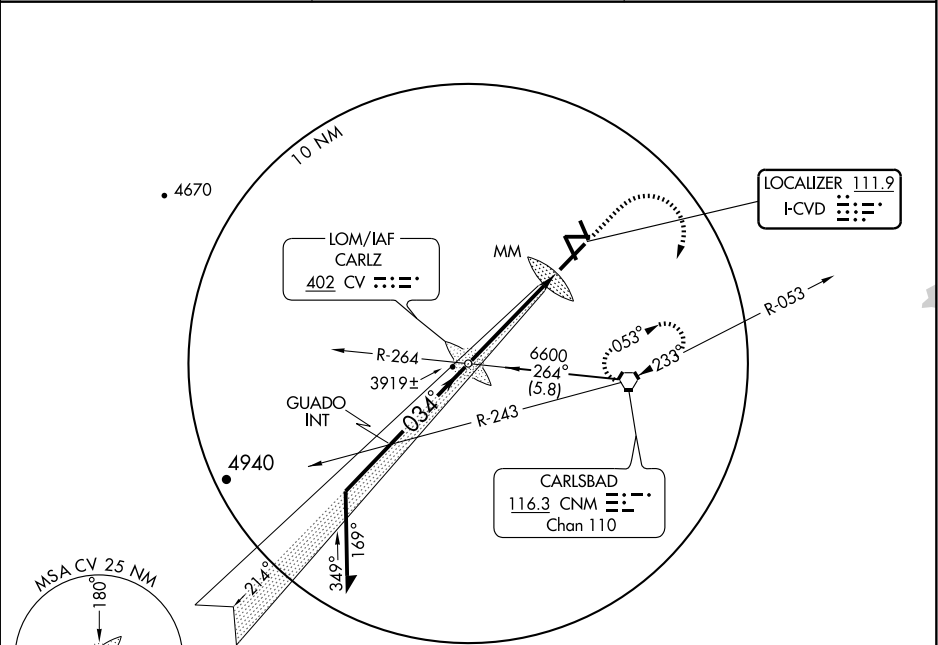
LOC I-CVD 111.9	APP CRS 034°	Rwy Idg TDZE Apt Elev	7854 3295 3295
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ILS RWY 3

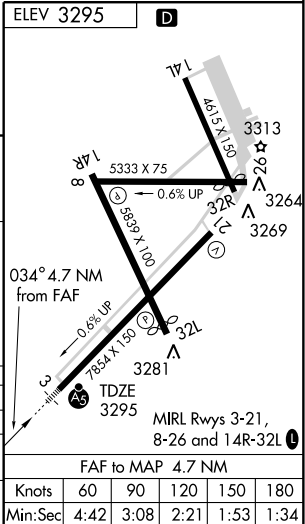
CARLSBAD/CAVERN CITY AIR TERMINAL (CNM)

NA	MALSR	MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.
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ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.95 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 3		3495-1/2	200 (200-1/2)	
S-LOC 3	3940-1/2	645 (700-1/2)	3940-1 1/4 645 (700-1 1/4)	3940-1 1/2 645 (700-1 1/2)
CIRCLING	3940-1	645 (700-1)	3940-1 1/4 645 (700-1 1/4)	3940-2 645 (700-2)



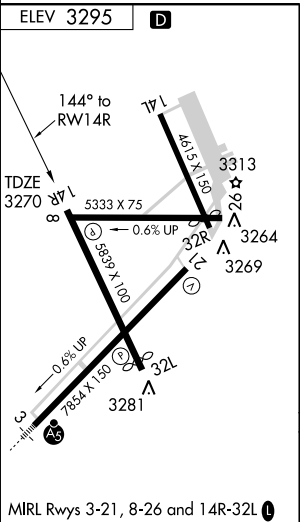
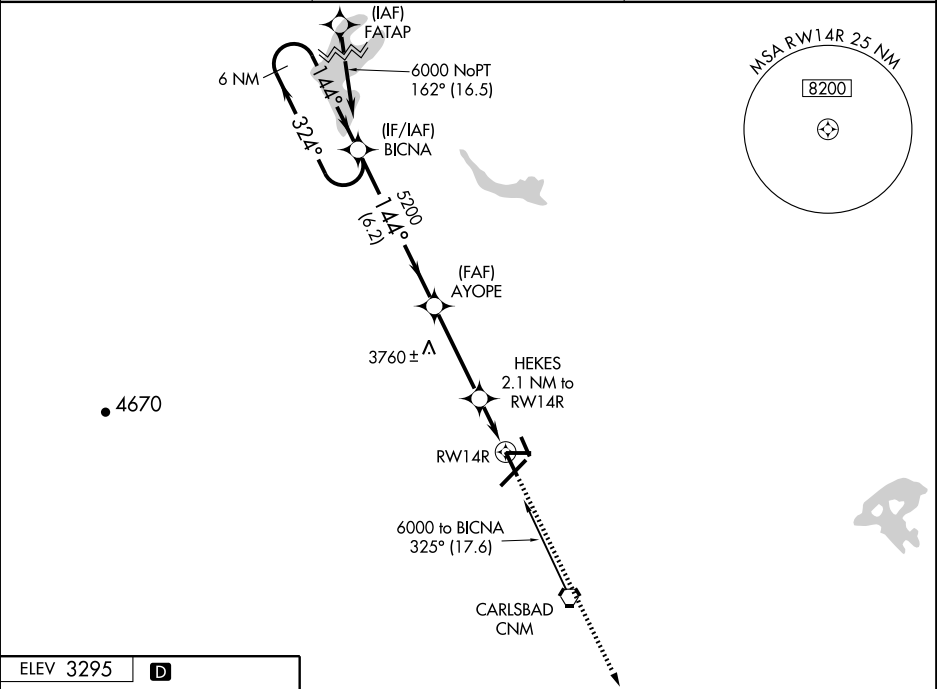
APP CRS	Rwy Idg	5839
144°	TDZE	3270
	Apt Elev	3295

RNAV (GPS) RWY 14R

CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6000 direct DAPEY WP and hold.
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ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.95 (CTAF) 0
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6 NM Holding Pattern				BICNA	AYOPE	HEKES 2.1 NM to RW14R	6000	DAPEY
6000				324°	144°	744°	3.03° TCH 69	0.6 NM to RW14R
VGSI and descent angles not coincident.				5200	4020			
				6.2 NM	3.7 NM	1.5 NM	0.6	
CATEGORY	A	B	C	D				
LNAV MDA	3580-1				310 (300-1)			
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)				

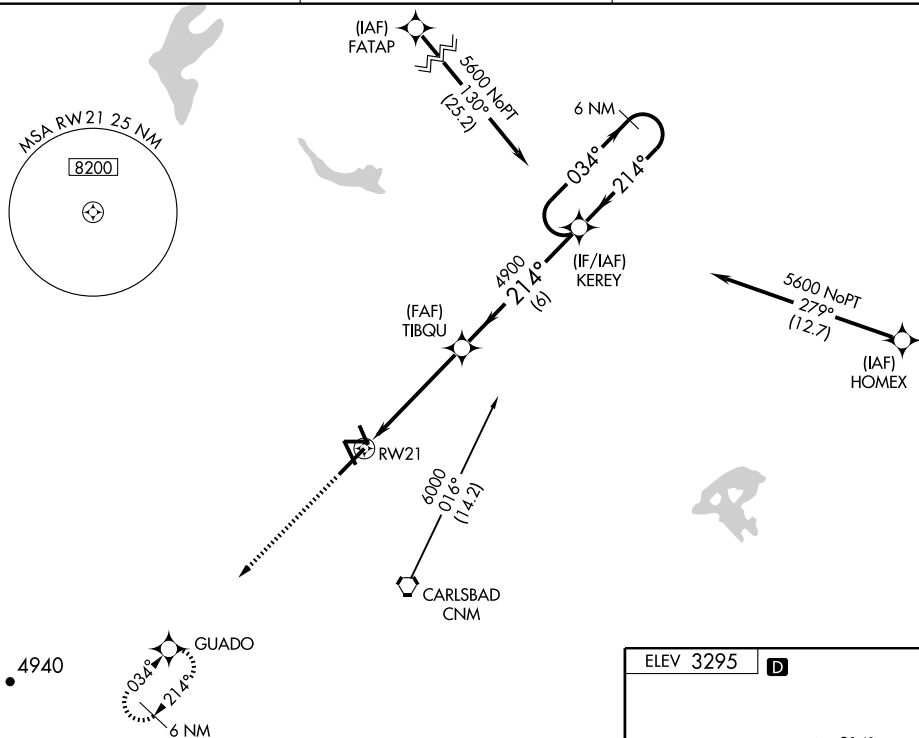
Rwy Idg	7854
TDZE	3264
Apt Elev	3295

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6300 direct GUADO WP and hold.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.95 (CTAF) **L**

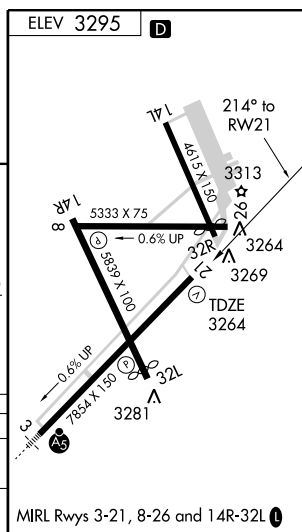
SW-1. 03 JUN 2010 to 01 JUL 2010

6300	GUADO
	

KEREY 6 NM
Holding Pattern

034° → 5600

CATEGORY	A	B	C	D
LNAV MDA	3580-1 316 (300-1)			
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)



▲ NA

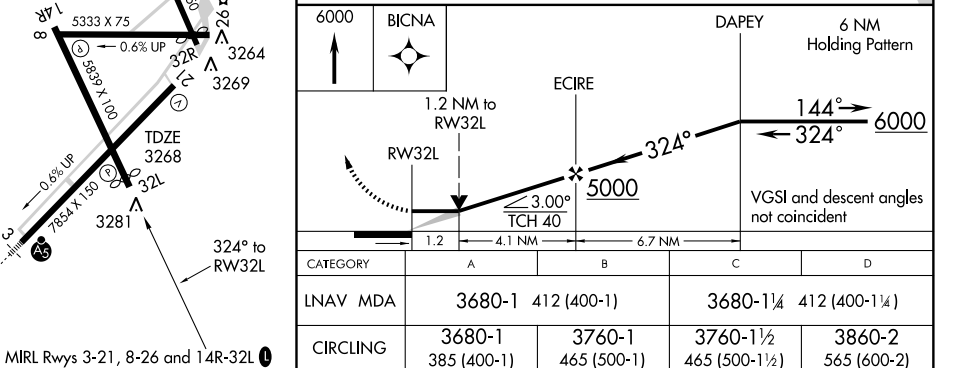
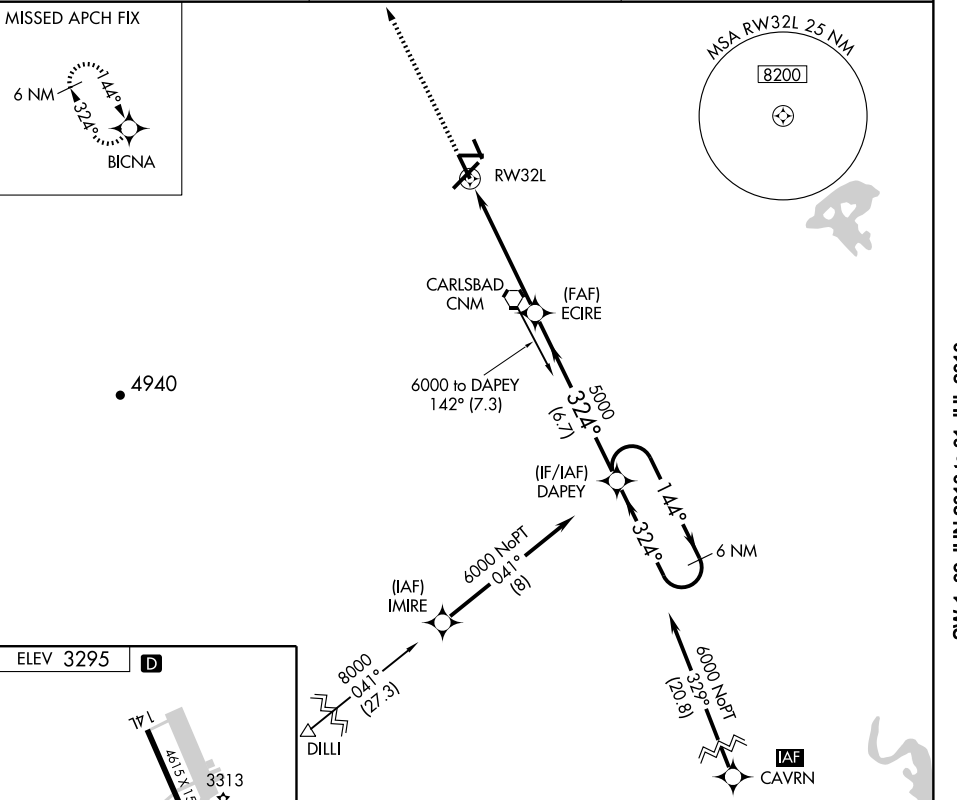
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

IAF

ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 6000 direct BICNA WP and hold.

ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.95 (CTAF) 1
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SW-1, 03 JUN 2010 to 01 JUL 2010

VORTAC CNM	APP CRS	Rwy Idg	5454
116.3	325°	TDZE	3268
Chan 110		Apt Elev	3295

VOR RWY 32L

CARLSBAD/CAVERN CITY AIR TERMINAL (CNM)

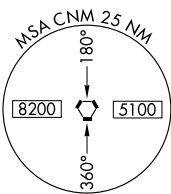
MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.95 (CTAF) 0

4670



4940

(IAF) JALEB
CNM 13

(IAF) LANIC
CNM 13

IAF
CARLSBAD
116.3 CNM
Chan 110

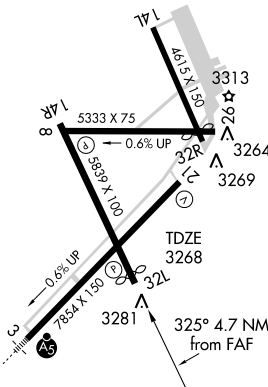
(IAF) KEHFI
CNM 13

GEBEC
CNM 13

(IAF) CAVRN

ELEV 3295

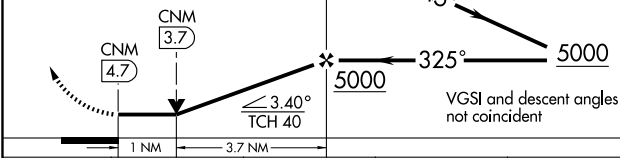
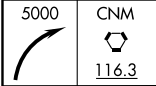
D



MIRL Rwy 3-21, 8-26 and 14R-32L

FAF to MAP 4.7 NM

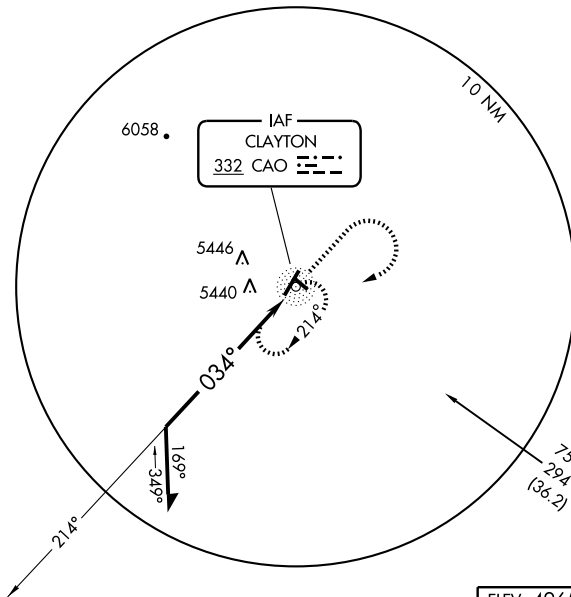
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34




CATEGORY	A	B	C	D
S-32L	3680-1	412 (400-1)	3680-1¼	412 (400-1¼)
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)

MISSED APPROACH: Climb to 6200, then climbing right turn to 7000 direct CAO NDB and hold.

UNICOM
122.8 (CTAF) **L**



7900

DALHART
112.0 DHT 
Chan 57

Remain within 10 NM

7000

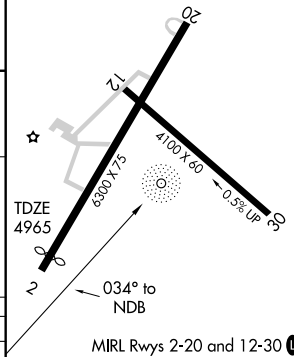
214°

034°

NDB

332

Rwy 2 ldg 5920'



					NDB					
CATEGORY	A	B	C	D	MIRL Rwy's 2-20 and 12-30					
S-2	5800-1	5800-1¼	5800-2½	5800-2¾						
	835 (900-1)	835 (900-1¼)	835 (900-2½)	835 (900-2¾)						
CIRCLING	5800-1	5800-1¼	5800-2½	5800-2¾	Knots	60	90	120	150	180
	835 (900-1)	835 (900-1¼)	835 (900-2½)	835 (900-2¾)	Min:Sec					

NDB CAO	APP CRS	Rwy Idg	6300
<u>332</u>	194°	TDZE	4965
		Apt Elev	4965

NDB RWY 20
CLAYTON MUNI AIRPARK (CAO)

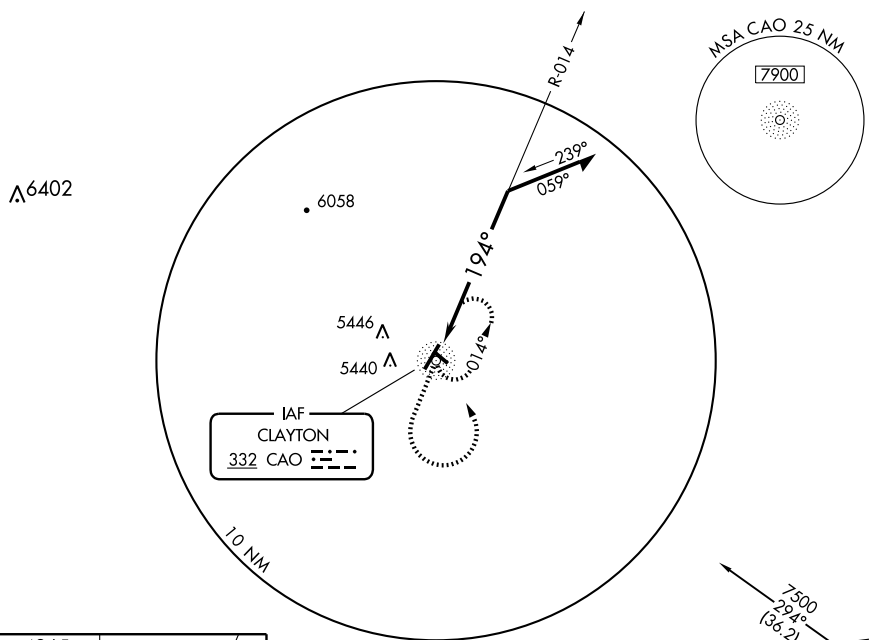
T Circling not authorized west of Rwy 2 and 12.
A If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 6200, then climbing left turn to 7000 direct CAO NDB and hold.

ASOS
120.625

ALBUQUERQUE CENTER
127.85 285.475

UN|COM
122.8 (CTAF) **L**






SW-1. 03 JUN 2010 to 01 JUL 2010

ELEV 4965	Rwy 2 ldg 5920' /
-----------	-------------------

194° to NDB →

TDZE
4965

4100 X 60
0.5% UP

6200	7000	CAO
		
		332

DALHART
112.0 DHT ::
Chan 57

NDB

014°

194°

Remain within 10 NM

7000

Remain
within 10 NM

MIRL Rwy 2-20 and 12-30 **L**

CATEGORY	A	B	C	D
S-20	5680-1	715 (800-1)	5680-2 715 (800-2)	5680-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)
CIRCLING	5680-1	715 (800-1)	5680-2 715 (800-2)	5680-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)

Knots	60	90	120	150	180
Min:Sec					

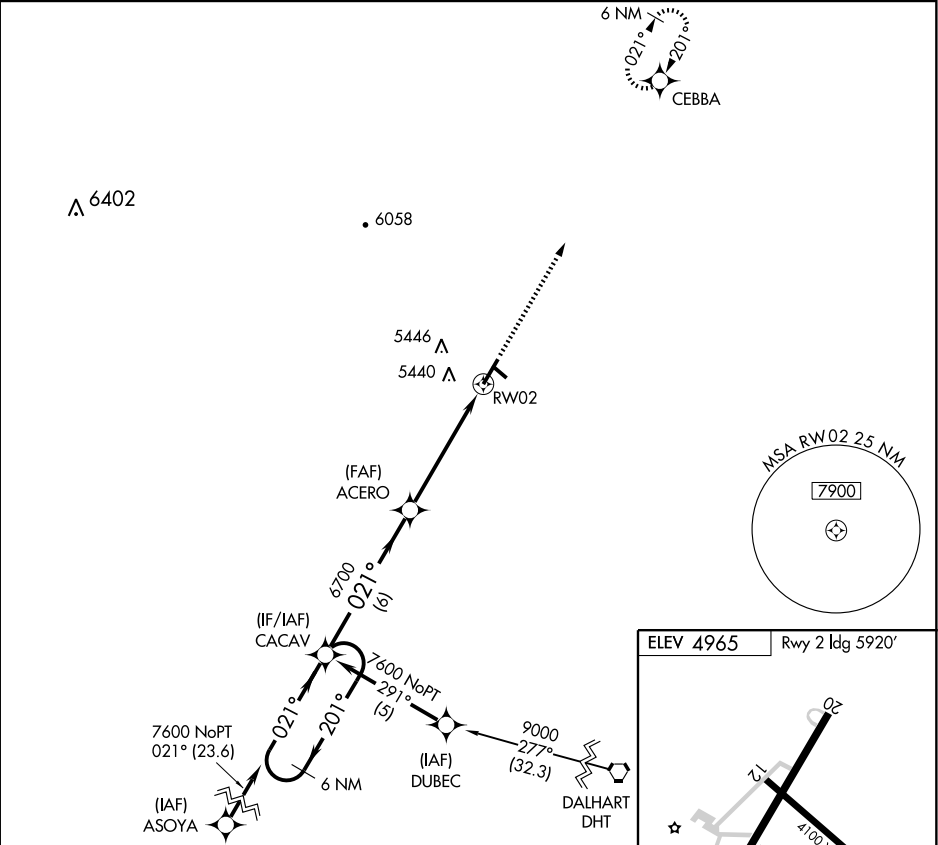
RNAV (GPS) RWY 2
CLAYTON MUNI AIRPARK (CAO)

APP CRS	Rwy Idg	5920
021°	TDZE	4965
	Apt Elev	4965

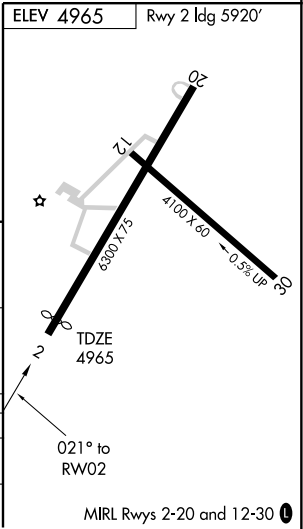
⚠ If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.
⚠ Circling NA west of Runways 2 and 12.
DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 8000 direct CEBBA and hold.

ASOS 120.625	ALBUQUERQUE CENTER 127.85 285.475	UNICOM 122.8 (CTAF) 0
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6 NM Holding Pattern		CACAV	*VDP NA with Dalhart Muni, TX altimeter setting.	8000	CEBBA
7600 ← 201°		021° →	021° →	3.05° TCH 45	RW02
6 NM		3.8 NM	1.4 NM		
CATEGORY	A	B	C	D	
LNNAV MDA	5460-1	495 (500-1)	5460-1½ 495 (500-1½)	5460-1½ 495 (500-1½)	
CIRCLING	5460-1	495 (500-1)	5460-1½ 495 (500-1½)	5520-2 555 (600-2)	



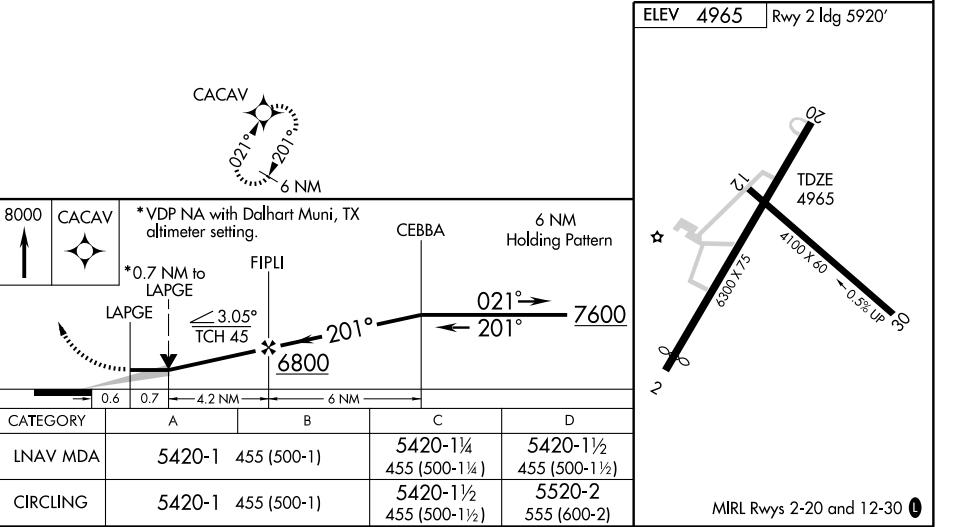
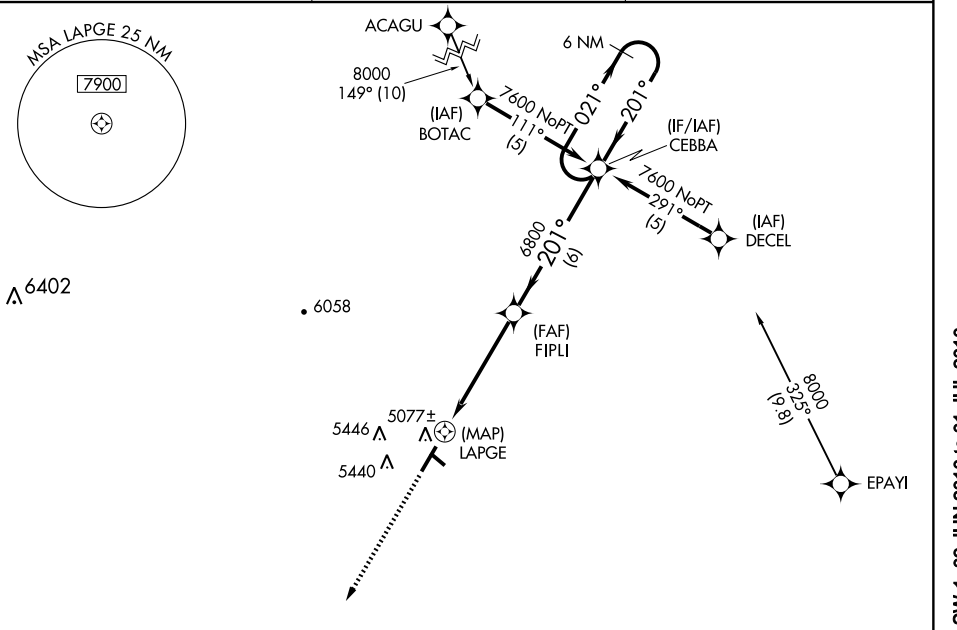
▼

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DME/DME RNP- 0.3 NA.
Circling NA west of Rwys 2 and 12. Procedure NA at night.
If local altimeter setting not received, use Dalhart Muni, TX
altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 8000 direct CACAV
and hold.

ASOS 120.625	ALBUQUERQUE CENTER 127.85 285.475	UNICOM 122.8 (CTAF) 0
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SW-1. 03 JUN 2010 to 01 JUL 2010

LOC I-CVN 108.9	APP CRS 037°	Rwy Idg TDZE Apt Elev 5401 4205 4216
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ILS RWY 4

CLOVIS MUNI (CVN)

NA

MALSR



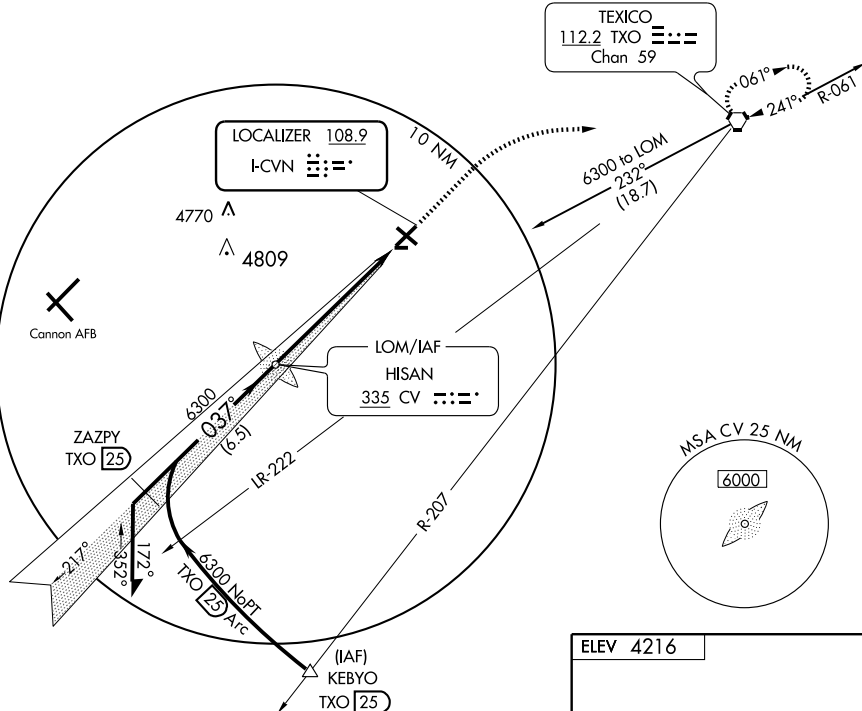
MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

AWOS-3
135.375

CANNON APP CON
121.05 352.1

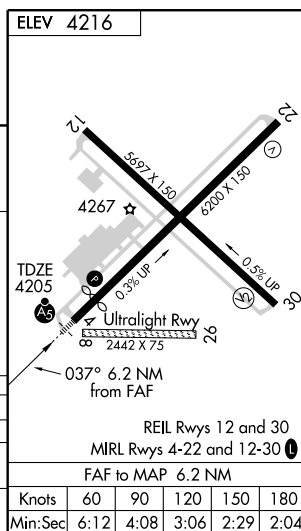
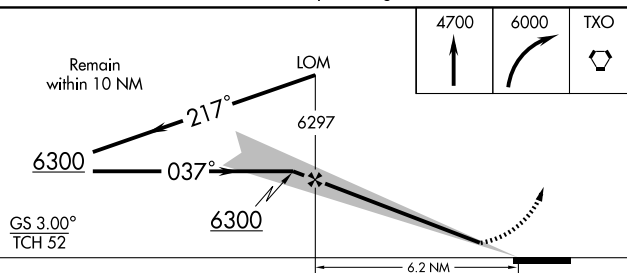
CLNC DEL
119.0

UNICOM
122.8 (CTAF) 0



SW-1. 03 JUN 2010 to 01 JUL 2010

CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



CATEGORY	A	B	C	D
S-ILS 4	4405-½		200 (200-½)	
S-LOC 4	4640-½	435 (500-½)	4640-¾ 435 (500-¾)	4640-1 435 (500-1)
CIRCLING	4680-1	464 (500-1)	4680-1½ 464 (500-1½)	4780-2 564 (600-2)

REIL Rwy 12 and 30 MIRL Rwy 4-22 and 12-30 0					
FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

RNAV (GPS) RWY 4
CLOVIS MUNI (CVN)

WAAS CH 97300 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5401 4205 4216
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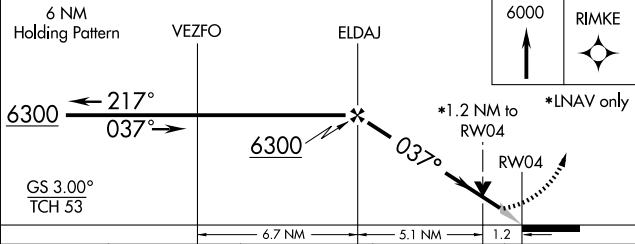
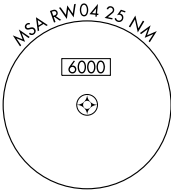
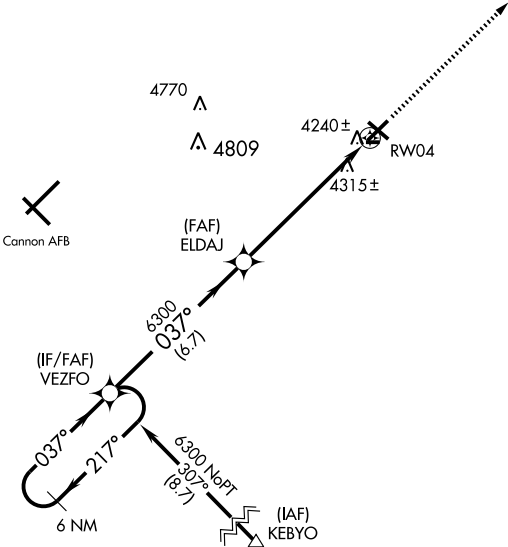
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -23°C (-9°F)
For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1.



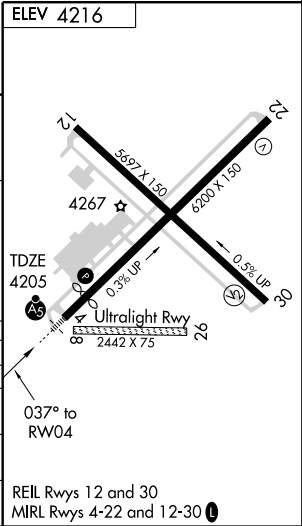
MISSED APPROACH: Climb to 6000 direct
RIMKE and hold.

AWOS-3 135.375	CANNON APP CON 121.05 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0
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CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



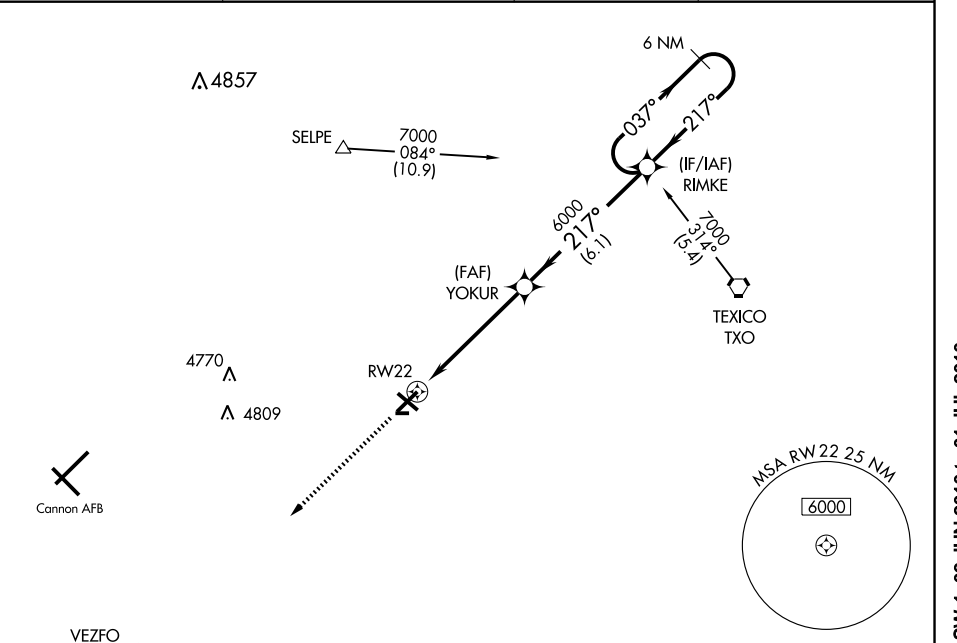
CATEGORY	A	B	C	D
LPV DA	4460-½ 255 (300-½)			
LNAV/VNAV DA	4500-½ 295 (300-½)			4500-¾ 295 (300-¾)
LNAV MDA	4640-½ 435 (500-½)		4640-¾ 435 (500-¾)	4640-1 435 (500-1)
CIRCLING	4680-1 464 (500-1)		4680-1½ 464 (500-1½)	4780-2 564 (600-2)



DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

AWOS-3 135.375	CANNON APP CON 121.05 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 
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CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.

ELEV 4216

6300	VEZFO	YOKUR	RIMKE	6 NM Holding Pattern
1.1 NM to RWY 22				
1.1	4.3 NM	6.1 NM		
CATEGORY	A	B	C	D
RNAV MDA	4620-1	404 (500-1)	4620-1 ¼	404 (500-1 ¼)
CIRCLING	4680-1	464 (500-1)	4680-1 ½ 464 (500-1 ½)	4780-2 564 (600-2)

REIL Rwy 12 and 30

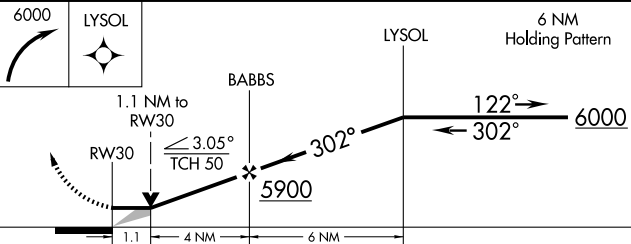
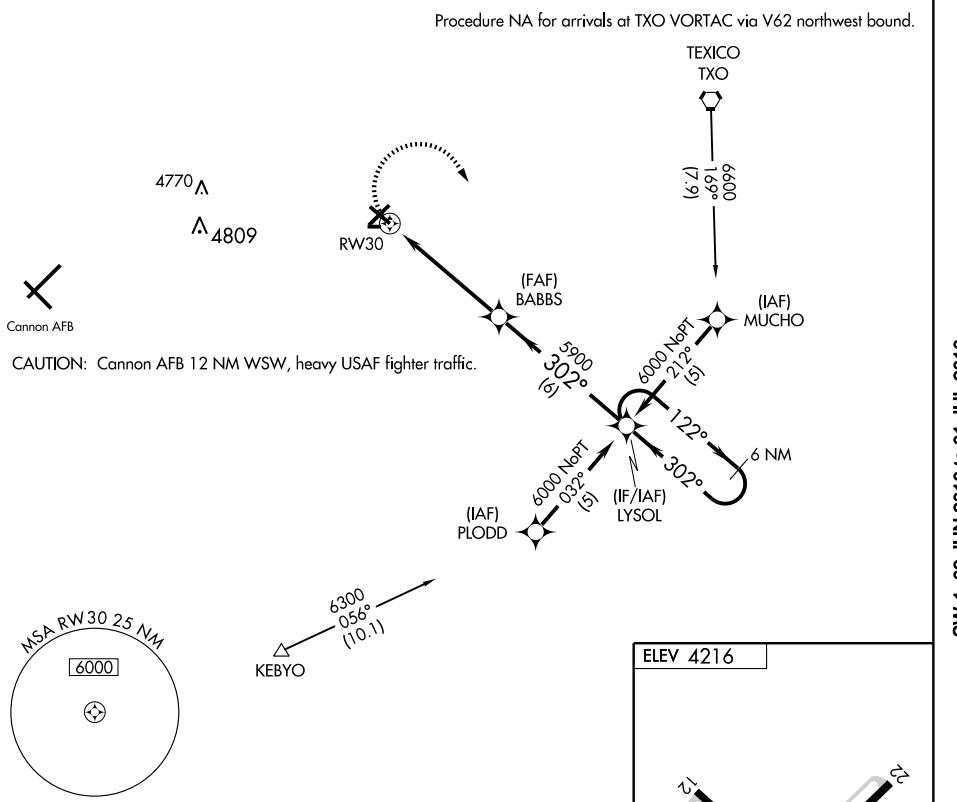
MRL Rwy 4-22 and 12-30 

SW-1. 03 JUN 2010 to 01 JUL 2010

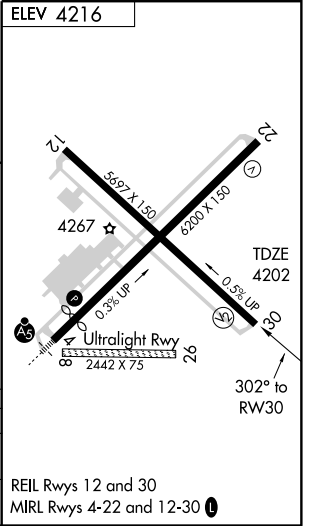
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct LYSOL and hold.

AWOS-3 135.375	CANNON APP CON 121.05 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF)
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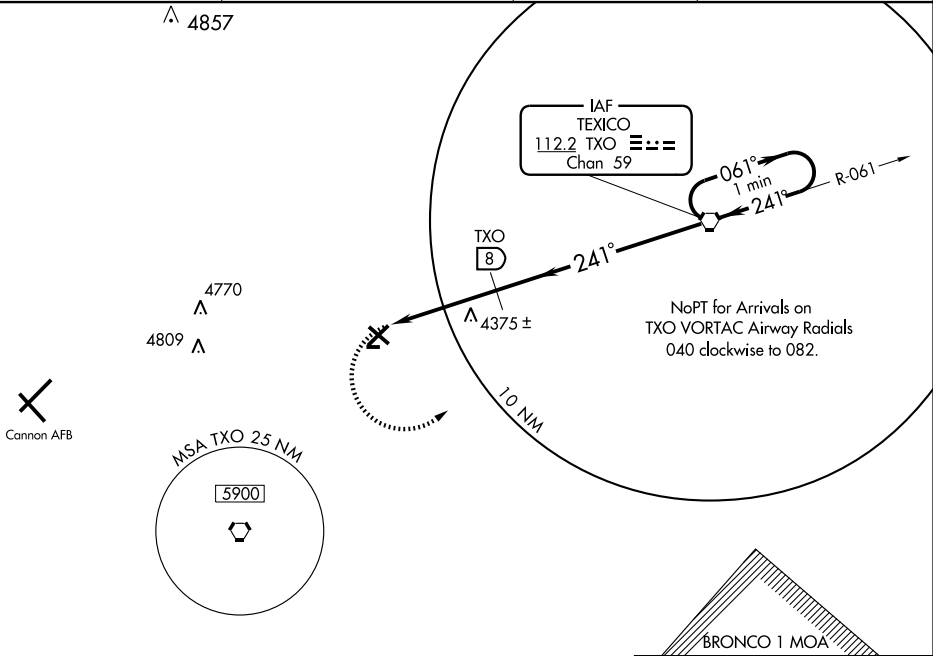
CATEGORY	A	B	C	D
RNAV MDA	4620-1	418 (500-1)	4620-1¼	418 (500-1¼)
CIRCLING	4680-1	464 (500-1)	4680-1½ 464 (500-1½)	4780-2 564 (600-2)



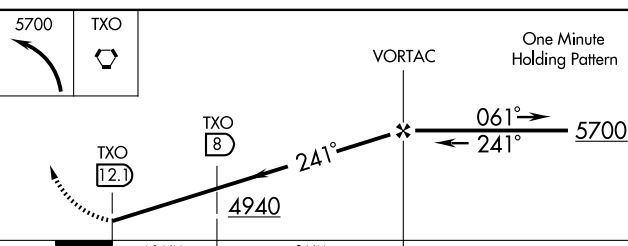
VORTAC TXO	APP CRS	Rwy Idg	6200
112.2	241°	TDZE	4216
Chan 59		Apt Elev	4216

MISSED APPROACH: Climbing left turn to 5700 direct TXO VORTAC and hold.

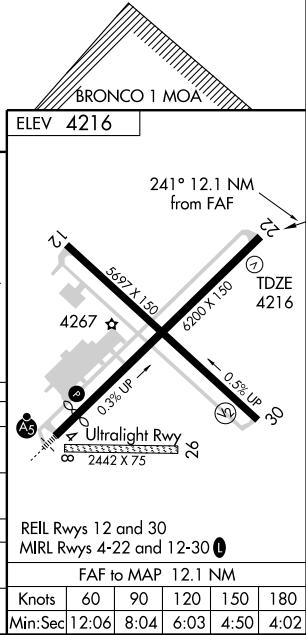
AWOS-3 135.375	CANNON APP CON 121.05 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0
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CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



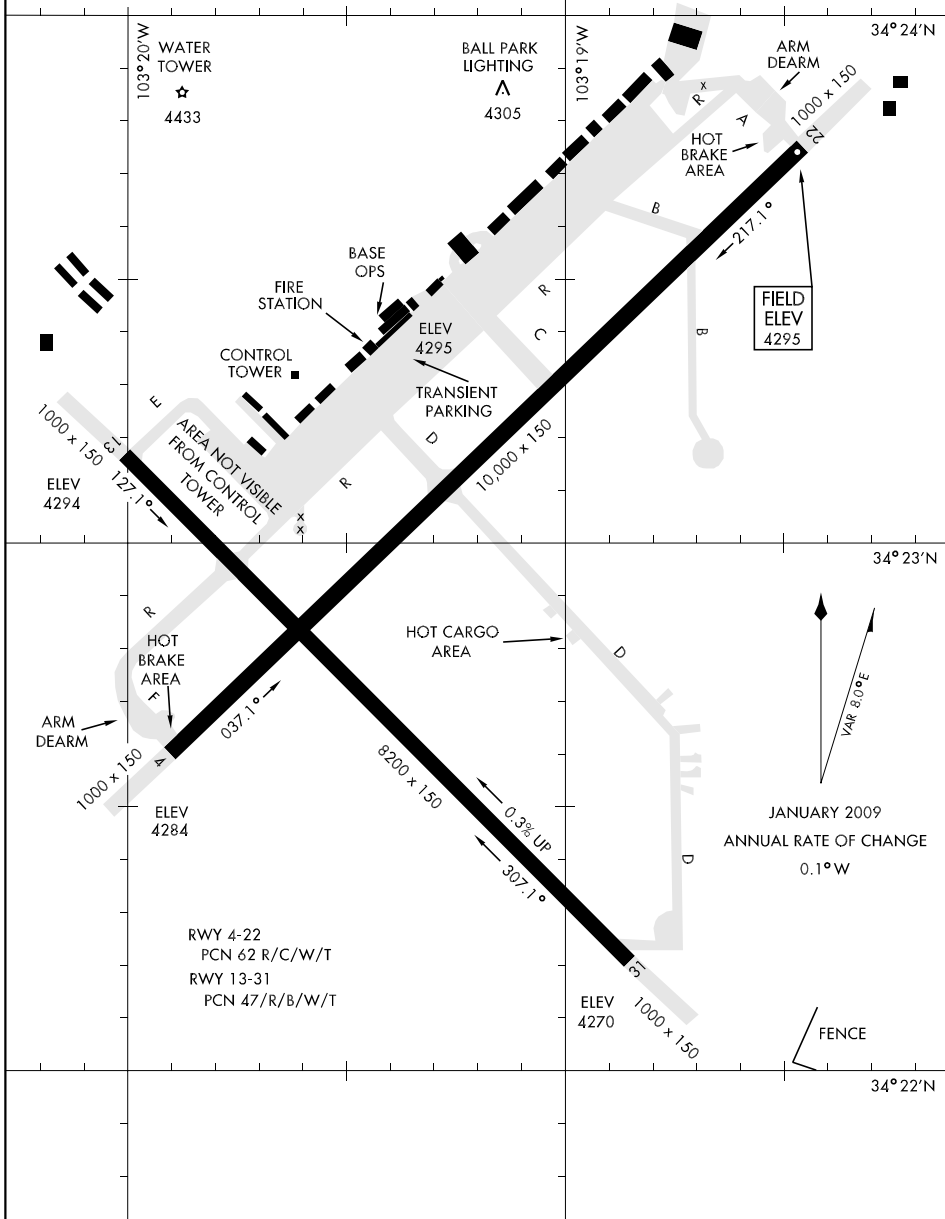
CATEGORY	A	B	C	D
S-22	4940-2	724 (800-2)		4940-2¼ 724 (800-2¼)
CIRCLING	4940-2	724 (800-2)		4940-2¼ 724 (800-2¼)
DME MINIMUMS				
S-22	4640-1 424 (500-1)	4640-1¼ 424 (500-1¼)		
CIRCLING	4680-1 464 (500-1)	4680-1½ 464 (500-1½)	4780-2 564 (600-2)	



SW-1.03 JUN 2010 to 01 JUL 2010

ATIS ★ 119.1 269.9
CANNON TOWER ★
120.4 270.25
GND CON
121.9 275.8
CLNC DEL
120.2 293.225

SW-1, 03 JUN 2010 to 01 JUL 2010



LOC I-GLO
108.5

APCH CRS
035°

Rwy Idg **10,000**
TDZE **4284**
Arpt Elev **4295**

JAL-512 [USAF]

CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{2}$ mile,
CAT DE RVR vis to $1\frac{1}{2}$ miles.

ALSIF-1



MISSED APPROACH: Climb to 7000 via CVS TACAN R-040 to CVS 10 DME GURGE and hold.

ATIS ★

119.1 269.9

CANNON APP CON

121.05 352.1

CANNON TOWER ★

120.4 270.25

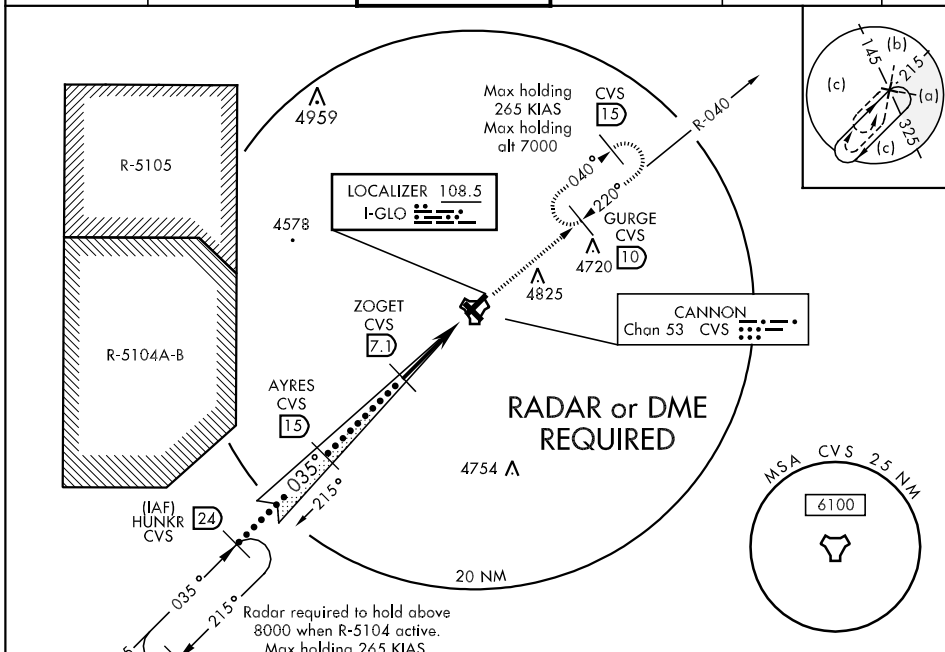
GND CON

121.9 275.8

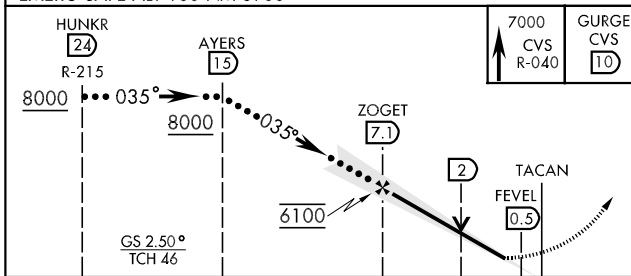
CLNC DEL

120.2 293.225

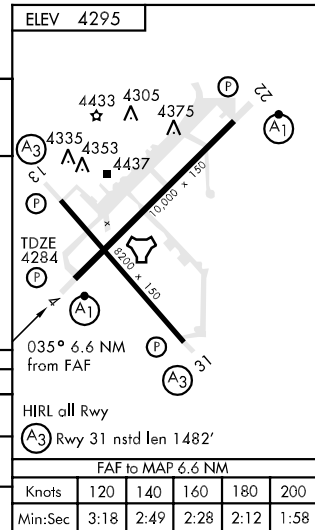
ASR



EMERG SAFE ALT 100 NM 8900



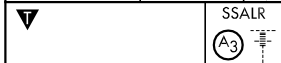
CATEGORY	C	D	E
S-ILS 4 *	4484/24	200	(200- $\frac{1}{2}$)
S-LOC 4 **	4720/40 436 (500- $\frac{3}{4}$)	4720/50 565 (600-2)	436 (500-1)
CIRCLING	4780-1 $\frac{1}{2}$ 485 (500-1 $\frac{1}{2}$)	4860-2 565 (600-2)	5020-2 $\frac{1}{2}$ 725 (800-2 $\frac{1}{2}$)



LOC I-OVI 110.35	APCH CRS 125°	Rwy Idg TDZE Arpt Elev 8200 4294 4295
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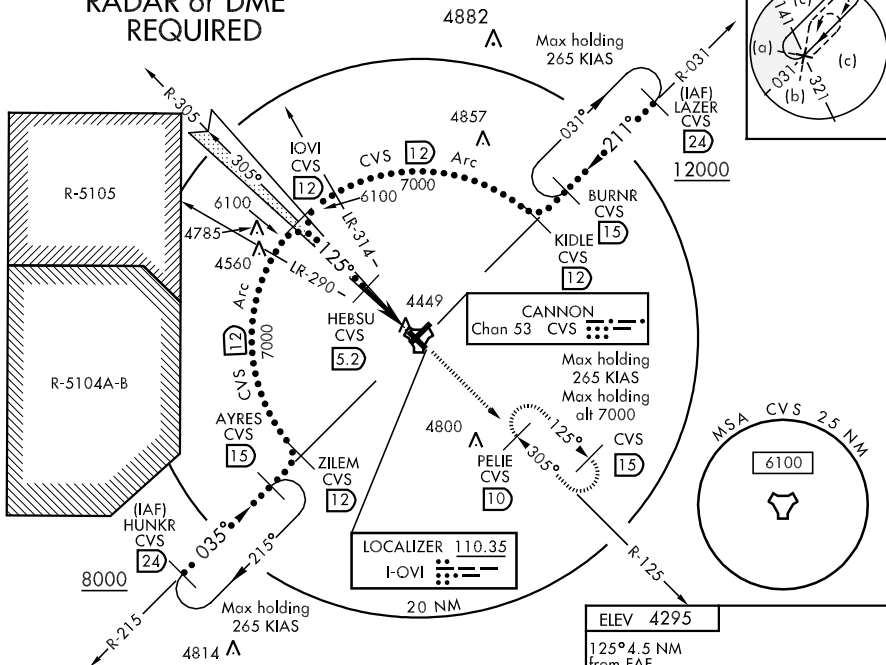
JAL-512 [USAF]

CANNON AFB (KCVS)

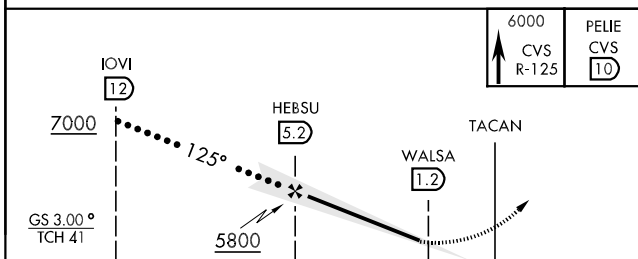


MISSED APPROACH: Climb to 6000 via CVS TACAN R-125 to 10 DME (PELIE) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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RADAR or DME
REQUIRED

EMERG SAFE ALT 100 NM 8900

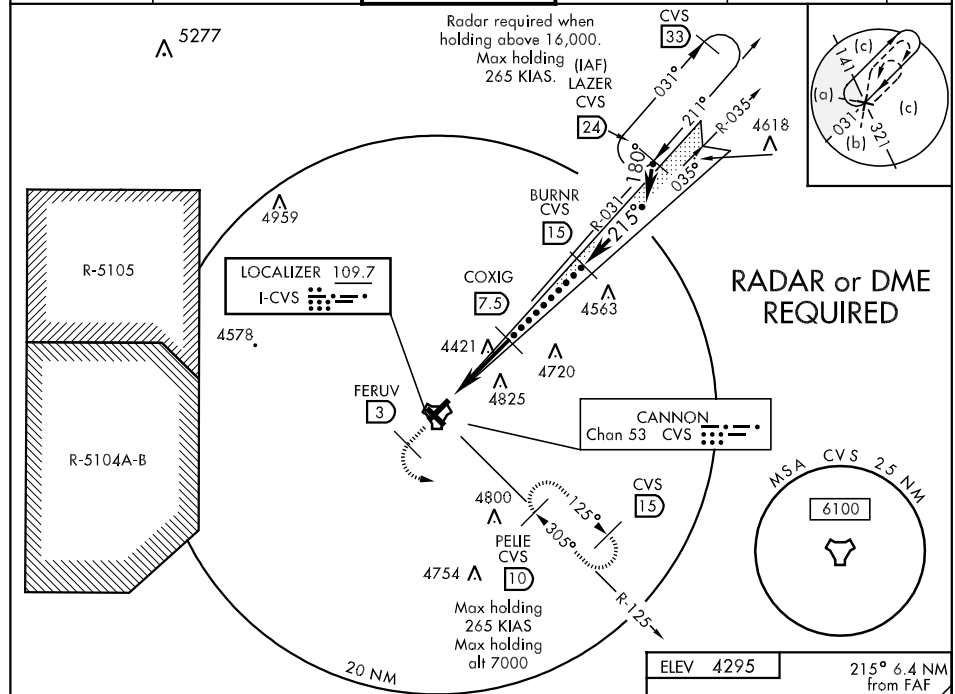


CATEGORY	C	D	E
S-ILS 13	4494- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	
S-LOC 13	4700-1 $\frac{1}{4}$	406 (500-1 $\frac{1}{4}$)	4700-1 $\frac{1}{2}$ 406 (500-1 $\frac{1}{2}$)
CIRCLING	4780-1 $\frac{1}{2}$ 485 (500-1 $\frac{1}{2}$)	4860-2 565 (600-2)	5020-2 $\frac{1}{2}$ 725 (800-2 $\frac{1}{2}$)

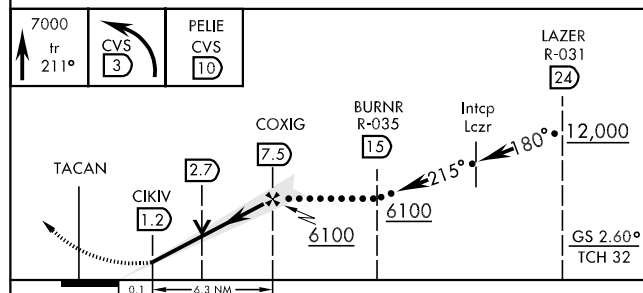
LOC I- CVS 109.7	APCH CRS 215°	Rwy Idg 10,000 TDZE 4295 Arprt Elev 4295	JAL-512 [USAF]	CANNON AFB (KCVS)
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▼ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE to vis to $1\frac{1}{2}$ miles.	ALSF-1 	MISSED APPROACH: Climb to 7000 via track 211°. At 3 DME (FERUV) turn left intercept CVS TACAN R-125 direct CVS R-125/10 DME (PELIE) and hold.
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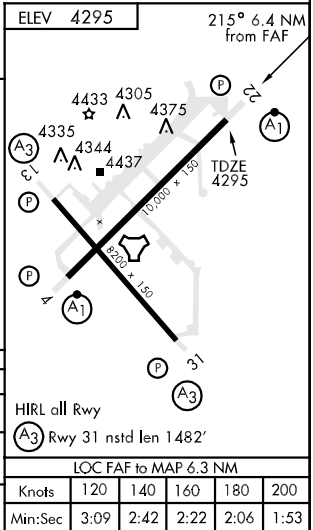
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-ILS 22 *	4495/24	200	(200-1/2)
S-LOC 22 **	4740/40 445 (500-3/4)	4740/50 445 (500-1)	
CIRCUING	4780-1 1/2 485 (500-1 1/2)	4860-2 565 (600-2)	5020-2 1/2 725 (800-2 1/2)



LOC I-BNN 108.3	APCH CRS 305°	Rwy Idg 8,200 TDZE 4270 Arpt Elev 4295
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JAL-512 [USAF]

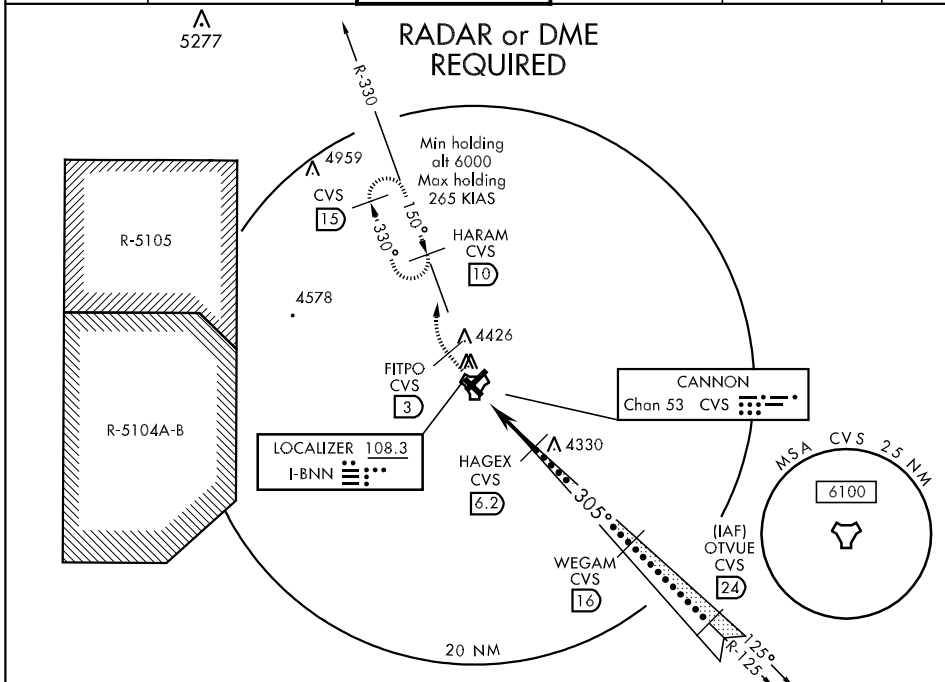
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT CD vis to 1 mile,
CAT E vis to 1½ mile.

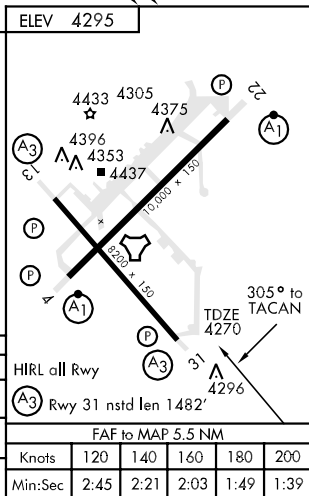
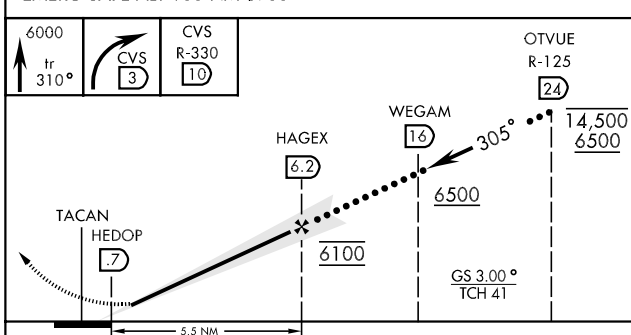


MISSED APPROACH: Climb to 6000 via track
310°. At 3 DME (FITPO) turn right intercept
CVS R-330 to CVS 10 DME (HARAM) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-ILS 31	4470-¾	200 (200-¾)	
S-LOC 31 *	4600-¾	330 (400-¾)	
CIRCLING	4780-1½ 485 (500-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)

HIRL all Rwy	(A3) Rwy 31 nstd len 1482'
FAF to MAP 5.5 NM	
Knots	120 140 160 180 200
Min:Sec	2:45 2:21 2:03 1:49 1:39

TACAN CVS Chan 53	APCH CRS 045°	Rwy Idg 10,000 TDZE 4284 Arpt Elev 4295
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JAL-512 [USAF]

CANNON AFB (KCVS)

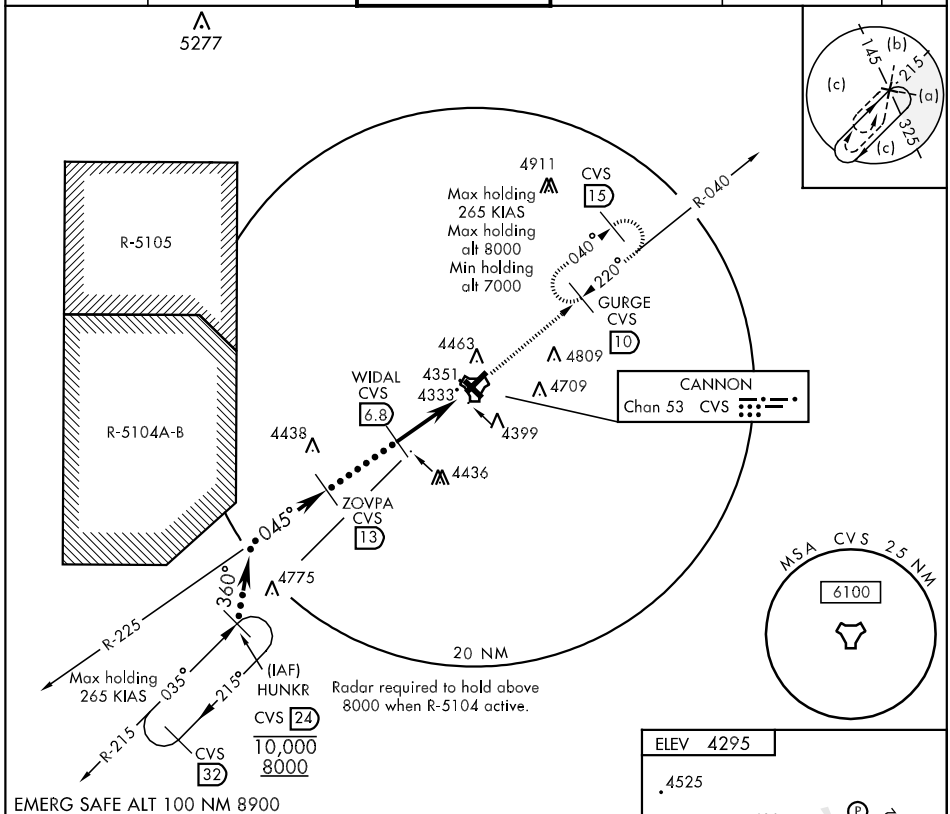


* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE vis to 1½ miles.

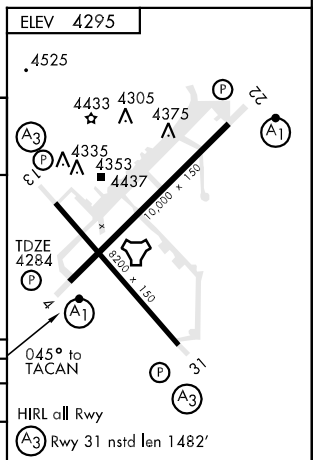


MISSED APPROACH: Climb to 6000 out
CVS R-040 to 10 DME (GURGE) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR



CATEGORY	C	D	E
S-4 *	4720/40 436 (500-3/4)	4720/50 436	(500-1)
CIRCLING	4840-1 1/2 545 (600-1 1/2)	4860-2 565 (600-2)	5020-2 1/2 725 (800-2 1/2)



TACAN CVS Chan 53	APCH CRS 209°	Rwy ldg 10,000 TDZE 4295 Arpt Elev 4295
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JAL-512 [USAF]

CANNON AFB (KCVS)

▲ * When ALS inop, increase CAT C RVR to 60 and vis to 1 1/4 miles, CAT D vis to 1 1/2 miles and CAT E vis to 1 3/4 miles.



MISSED APPROACH: Climb to 6000 via track 211°. At 3 DME (FERUV) turn left intercept CVS TACAN R-125 to 10 DME (PELIE) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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RADAR REQUIRED

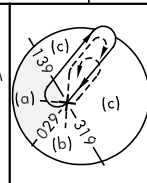
▲
5277

Radar required when holding
holding above 16,000.

Max holding
310 KIAS
Max holding
alt 14,000

CVS
33

R-029
209°
WURUS
CVS
24



WOVDA
CVS
15

WEKPO
CVS
7.3

ZISRI
CVS
4.5

4563
4464

4463
FERUV
CVS
3

CANNON
Chan 53 CVS

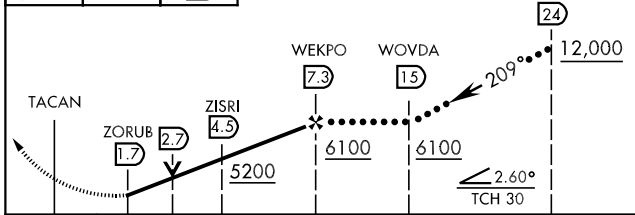
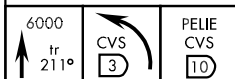
Max holding
265 KIAS
Max holding
alt 6000

4820
PELIE
CVS
10

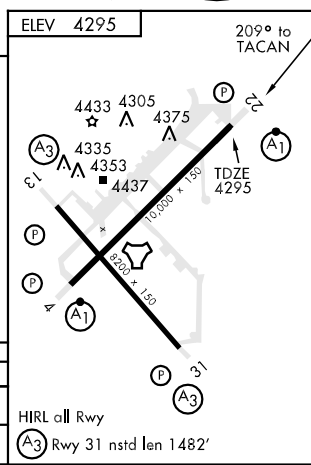
MSA CVS 2.5 NM
6100

20 NM

EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-22 *	4760/40 465 (500-3/4)	4760/50 465 (500-1)	4760/60 465 (500-1 1/4)
CIRCLING	4840-1 1/2 545 (600-1 1/2)	4860-2 565 (600-2)	5020-2 1/2 725 (800-2 1/2)



LOC I-GLO 108.5	APCH CRS 035°	Rwy Idg 10,000 TDZE 4284 Arpt Elev 4295	AL-512 [USAF]	ILS OF LOC RWY 4 CANNON AFB (KCVS)
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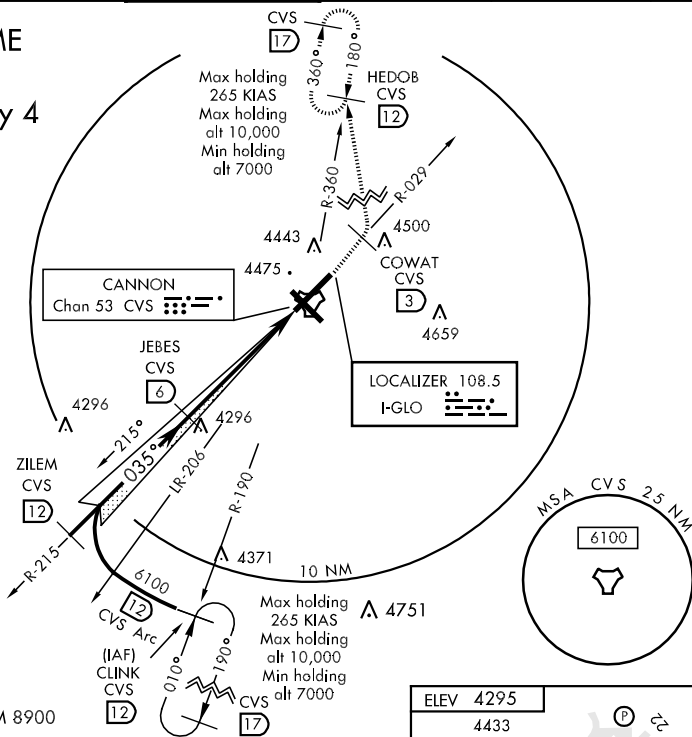
T * When ALS inop, increase all CAT RVR to 40 and vis to $\frac{3}{4}$ miles.
 ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.



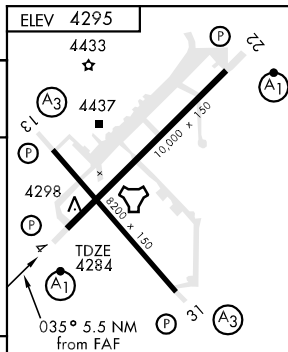
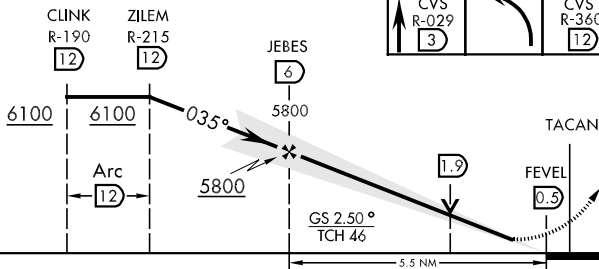
MISSED APPROACH: Climb to 7000 out CVS
TACAN R-029, at 3 DME then turn left to CVS
R-360/12 DME (HEDOB) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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RADAR or DME
REQUIRED
FOR S-LOC Rwy 4



EMERG SAFE ALT 100 NM 8900



CATEGORY	A		B		C		D		E		HIRL all Rwy <div><div>A3</div> Rwy 31 nstd len 1482'</div> <div>FAF to MAP 5.5 NM</div> <div><div>Knots</div><div>60</div><div>90</div><div>120</div><div>150</div><div>180</div><div>Min:Sec</div><div>5:30</div><div>3:40</div><div>2:45</div><div>2:12</div><div>1:50</div></div>
S-ILS 4 *	4484/24				200		(200-½)				
S-LOC 4 **	4680/24	396	(400-½)		4680/40	396	(400-¾)		4680/50	396 (400-1)	
CIRCLING	4840-1	545	(600-1)	4840-1½	545	(600-1½)		4860-2	5020-2½		
				545 (600-1½)	565	(600-2)		725 (800-2½)			

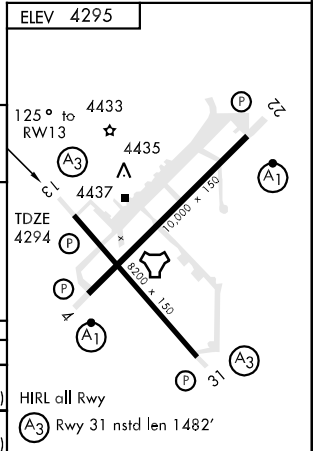
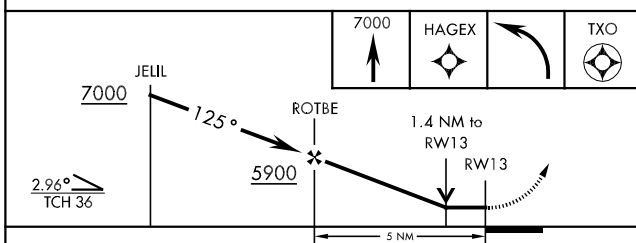
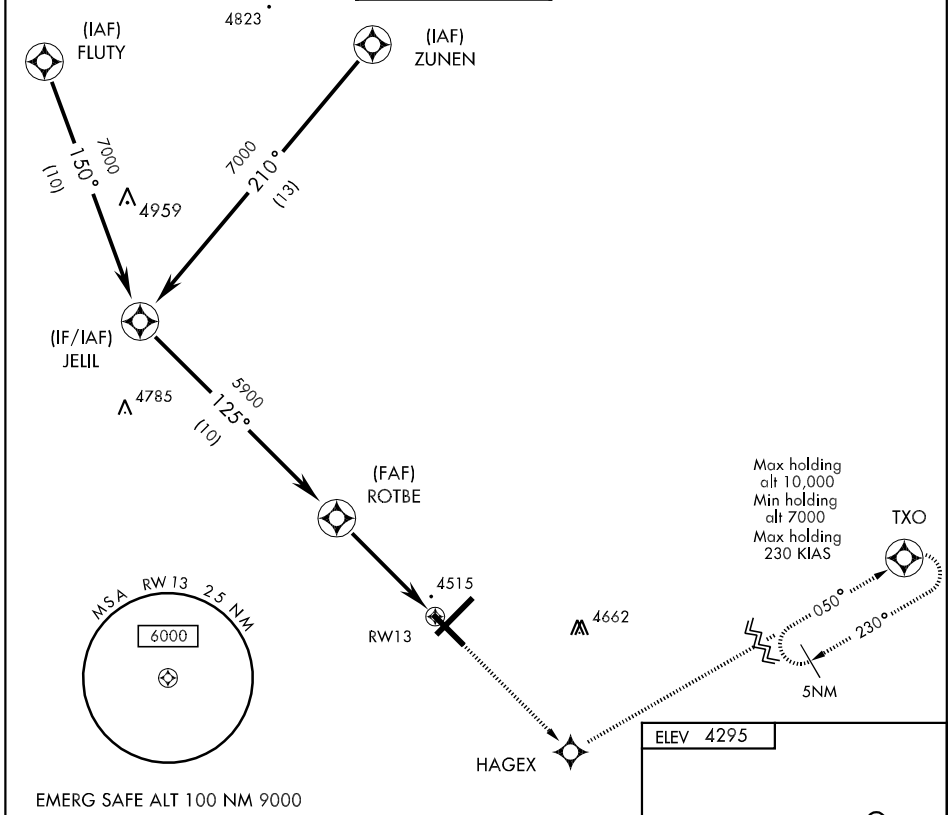
APCH CRS	Rwy Idg	8200
125°	TDZE	4294
	Arpt Elev	4295

AL-512 [USAF]

CANNON AFB (KCVS)

<p>▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.</p>	<p>SSALR</p>	<p>MISSED APPROACH: Climb to 7000 out direct HAGEX, then left turn to TXO and hold.</p>
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<p>ATIS ★</p> <p>119.1 269.9</p>	<p>CANNON APP CON</p> <p>121.05 352.1</p>	<p>CANNON TOWER ★</p> <p>120.4 270.25</p>	<p>GND CON</p> <p>121.9 275.8</p>	<p>CLNC DEL</p> <p>120.2 293.225</p>	<p>ASR</p>
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CATEGORY	A	B	C	D	E
LNAV MDA *	4780-¾	486 (500-¾)		4780-1 486 (500-1)	4780-1¼ 486 (500-1¼)
CIRCLING	4820-1	525 (600-1)	4820-1½ 525 (600-1½)	4860-2 565 (600-2)	5000-2½ 705 (800-2½)

SW-1-03 JUN 2010 to 01 JUL 2010

APCH CRS
215°

Rwy Idg **10,000**
TDZE **4295**
Arpt Elev **4295**

AL-512 [USAF]

CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 7000 out direct HAKPO, then left turn to CLINK and hold.

ATIS ★

119.1 269.9

CANNON APP CON

121.05 352.1

CANNON TOWER ★

120.4 270.25

GND CON

121.9 275.8

CLNC DEL

120.2 293.225

ASR

Λ 4959

PIBIE

Λ

4857

5NM

Max holding
265 KIAS
Max holding
alt 10,000
Min holding
alt 7000

7000
126°
(7)

035°

215°

7000
305°
(7)(IF/IAF) Λ
OMUDE 4563(FAF)
JUDAR

Λ

4730

STAF0

4525

RW22

Λ

4500

Λ 4662

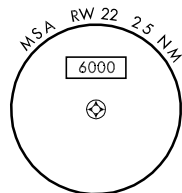
HAKPO

5NM

Max holding
265 KIAS
Max holding
alt 10,000
Min holding
alt 7000

CLINK

Λ 4751



EMERG SAFE ALT 100 NM 9000



1.6 NM
to RW22

JUDAR

OMUDE

7000

215°

215°

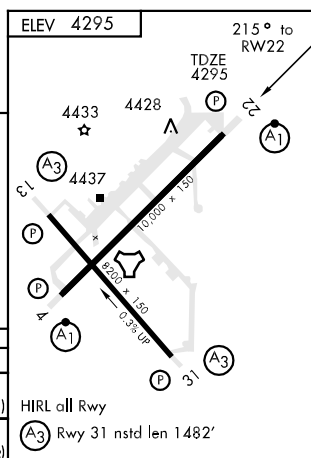
2.78°

TCH 30

RW22

5 NM

CATEGORY	A	B	C	D	E
LNAV MDA *	4760/24 465 (500-1½)	4760/24 465 (500-¾)	4760/24 465 (500-1)	4760/24 465 (500-1)	4760/24 465 (500-1¼)
CIRCLING	4840-1 545 (600-1)	4840-1½ 545 (600-1½)	4840-1½ 545 (600-2)	4860-2 565 (600-2)	5000-2½ 705 (800-2½)



APCH CRS 305°	Rwy Idg TDZE Arpt Elev	8200 4270 4295
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AL-512 [USAF]

CANNON AFB (KCVS)

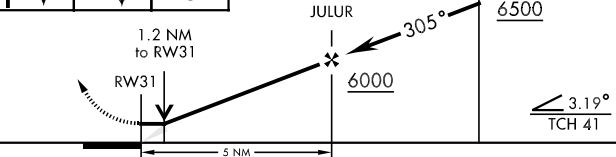
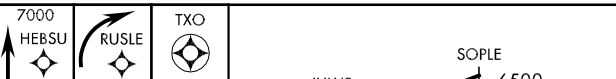
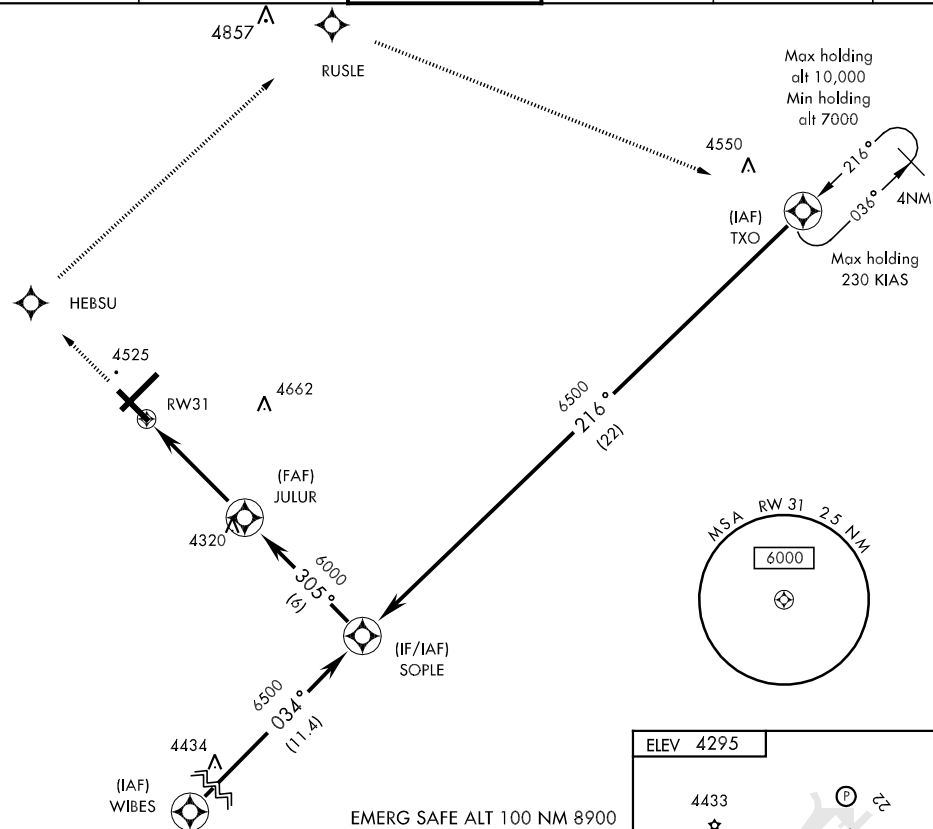


* When ALS inop, increase CAT AB vis to 1 mile,
CAT CD vis to 1½ miles, CAT E vis to 1½ miles.

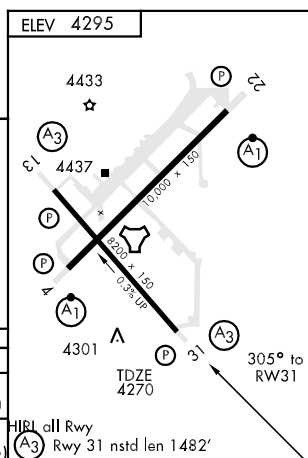


MISSED APPROACH: Climb to 7000 out direct HEBSU,
then right turn to RUSLE, then right turn to TXO and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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CATEGORY	A	B	C	D	E
LNAV MDA *	4680-½ 410 (400-½)	4680-¾ 410 (400-¾)	4680-1 410 (400-1)	4680-1½ 410 (400-1½)	4680-2 410 (400-2)
CIRCLING	4820-1 525 (600-1)	4820-1½ 525 (600-1½)	4860-2 565 (600-2)	5000-2½ 705 (800-2½)	5000-3 705 (800-3)



TACAN	CVS	APCH CRS	Rwy Idg	10,000
Chan	53	209°	TDZE	4295
			Arpt Elev	4295

AL-512 [USAF]

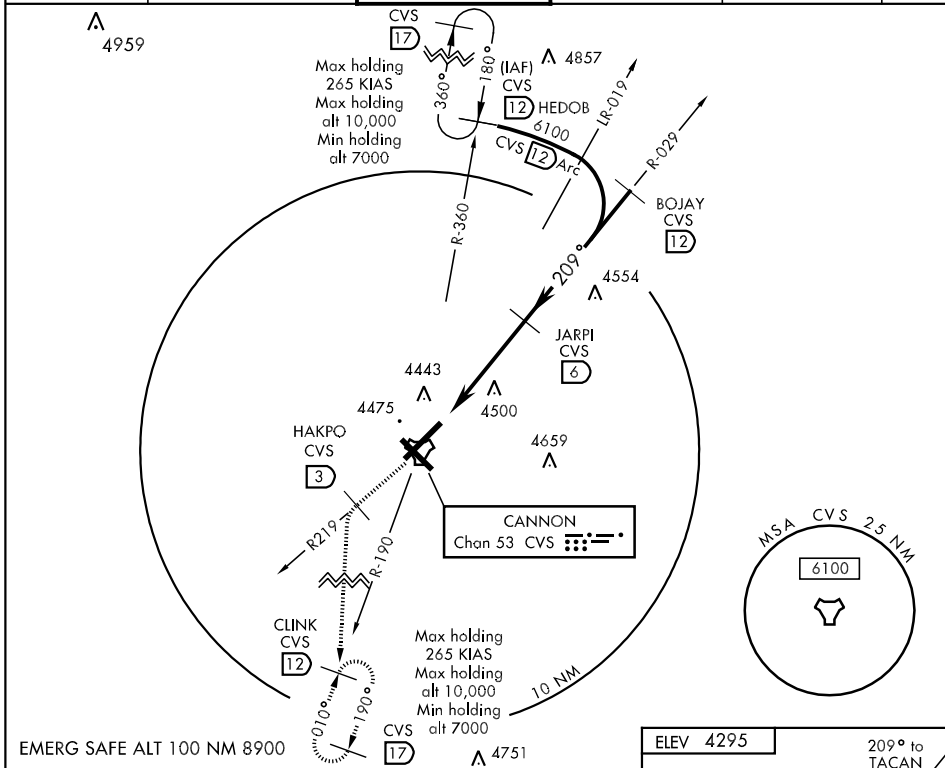
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles
CAT E vis to 1¾ miles.

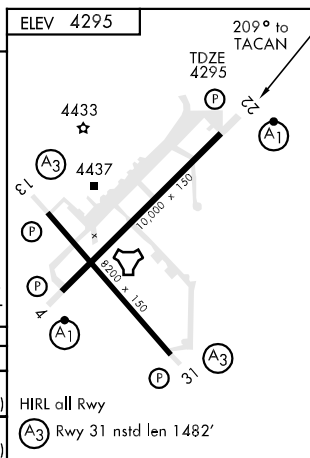
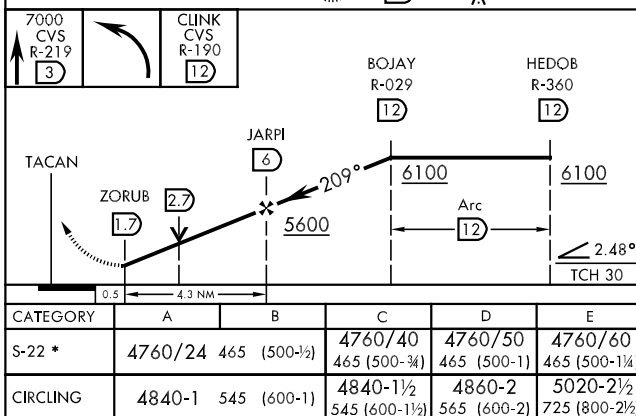


MISSED APPROACH: Climb to 7000 out
CVS TACAN R-219, at 3 DME then turn
left to CVS R-190/12 (CLINK) and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	121.05 352.1	120.4 270.25	121.9 275.8	120.2 293.225	



EMERG SAFE ALT 100 NM 8900



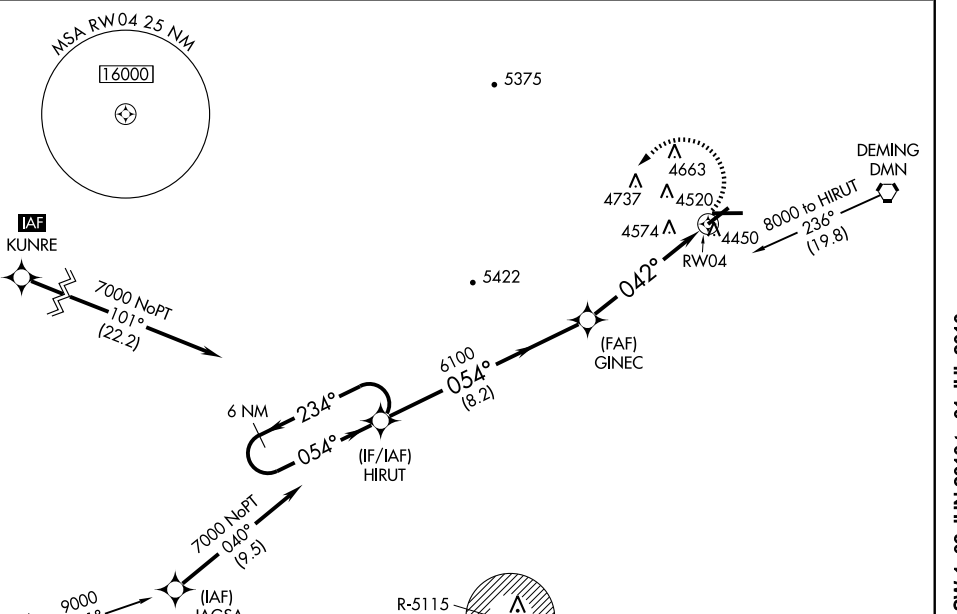
▼

▲

If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 7000 direct HIRUT and hold.

ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF) 1
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Procedure NA for arrivals at ANIMA via V16-66 westbound.

6 NM Holding Pattern

HIRUT

* VDP NA when using Las Cruces Intl altimeter setting

7000

HIRUT

GINEC

* 1.7 NM to RW04

3.00° TCH 40

RW04

6100

042°

8.2 NM

3.8 NM

1.7 NM

CATEGORY	A	B	C	D
LNNAV MDA	4880-1	568 (600-1)	4880-1½ 568 (600-1½)	4880-1¾ 568 (600-1¾)
CIRCLING	4880-1 566 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

ELEV 4314

TDZE 4312

6627' X 75'

5575' X 60'

0.3% UP

042° to RW04

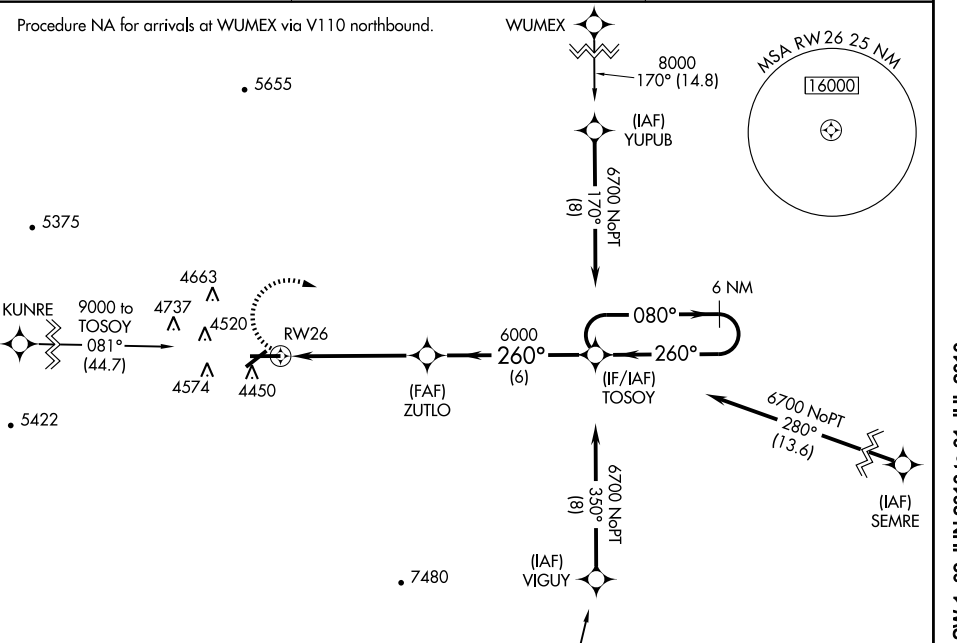
MIRL Rwy 4-22 and 8-26 1

SW-1.03 JUN 2010 to 01 JUL 2010

▼ If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.
 ▲ DME/DME RNP: 0.3 NA.

MISSED APPROACH: Climbing right turn to 6700 direct TOSOY and hold.

ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF)
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ELEV 4314

6700 TOSOY

6 NM Holding Pattern

ZUTLO

080°

260°

6700

260°

6000

260°

RW26

1.2 NM to RW26
 3.01° TCH 40

1.2 NM

4 NM

6 NM

*VDP NA when using Las Cruces Intl altimeter setting.

CATEGORY	A	B	C	D
RNAV MDA	4720-1	417 (500-1)	4720-1¼ 417 (500-1¼)	
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

MIRL Rwy 4-22 and 8-26

SW-1. 03 JUN 2010 to 01 JUL 2010

VORTAC DMN 108.6 Chan 23	APP CRS 250°	Rwy Idg 6627 TDZE 4303 Apt Elev 4314
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VOR RWY 26
DEMING MUNI (DMN)

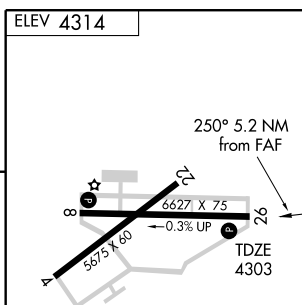
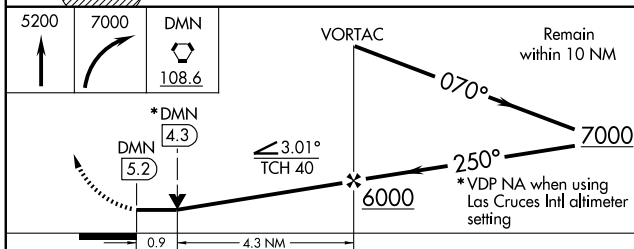
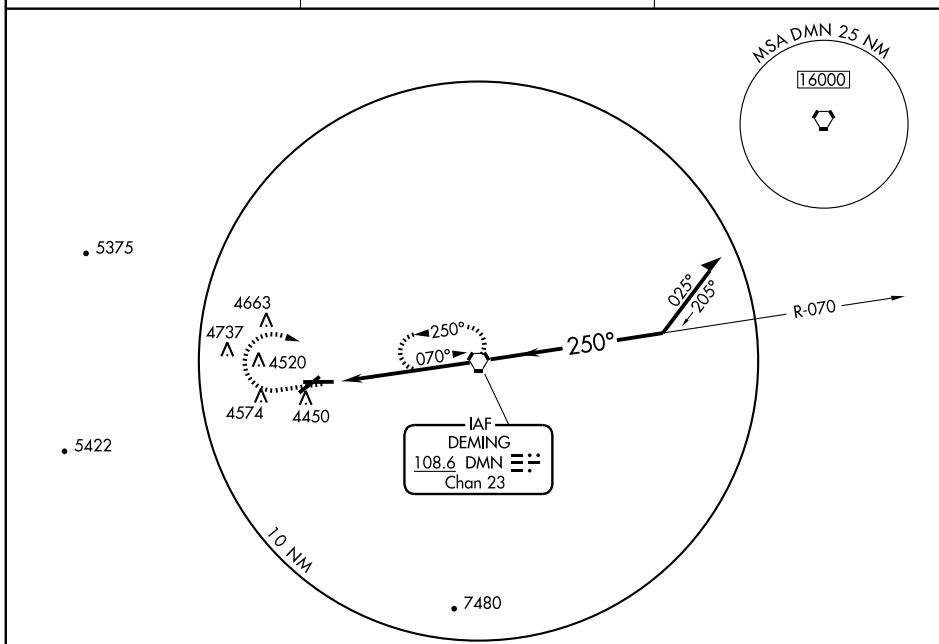
T If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct DMN VORTAC and hold.

ASOS
118.525

ALBUQUERQUE CENTER
128.2 285.5

UNICOM
122.8 (CTAF) **L**

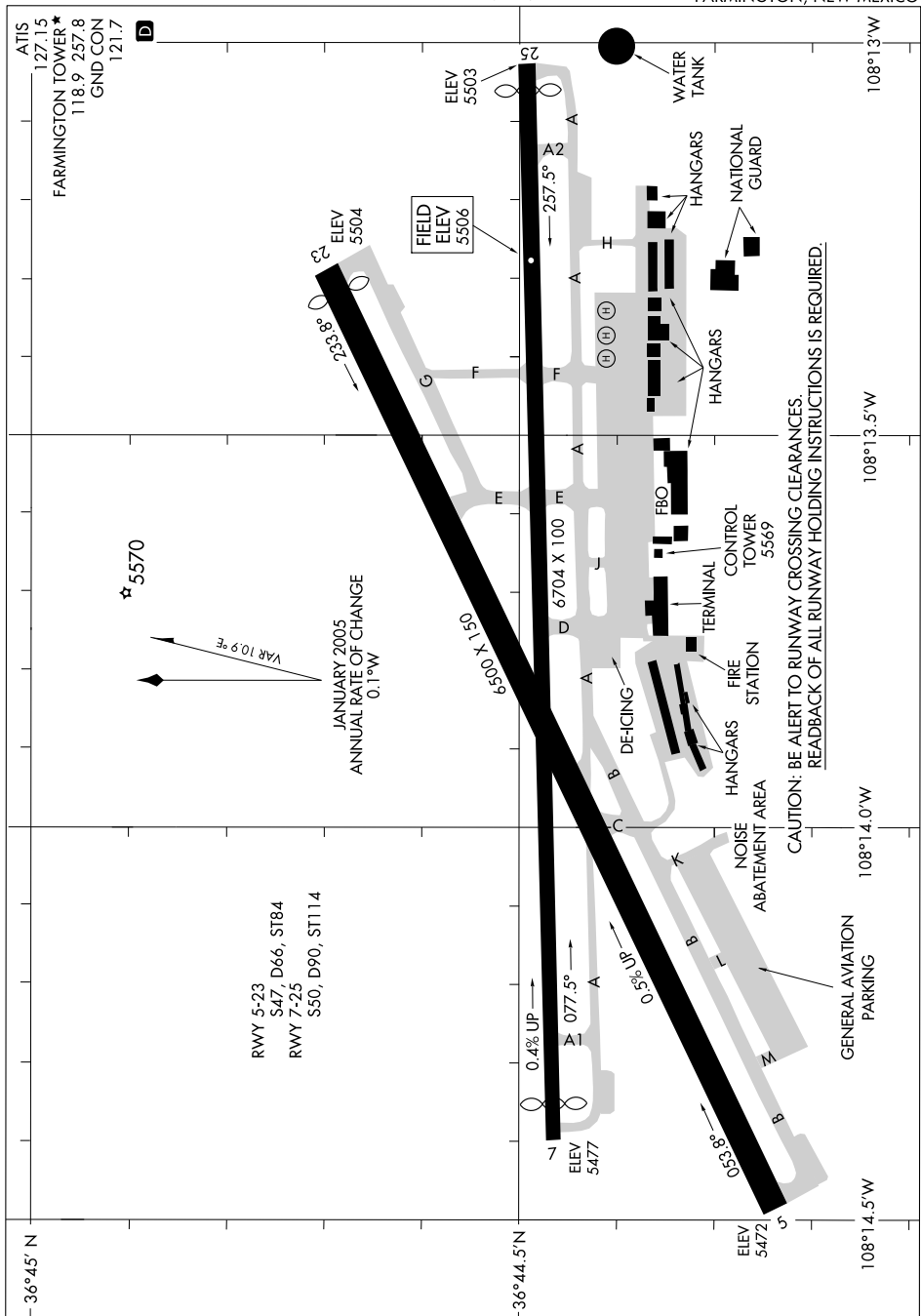
MIRL Rwy 4-22 and 8-26 **L**

FAF to MAP 5.2 NM

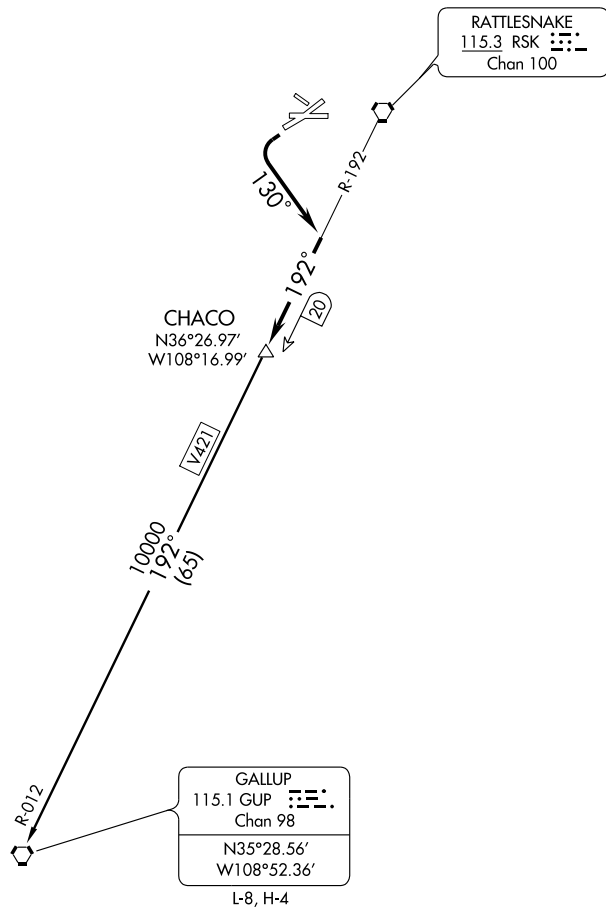
CATEGORY	A	B	C	D	MIRL Rwy 4-22 and 8-26 ①	
S-26	4640-1 337 (400-1)					FAF to MAP 5.2 NM
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)		Knots 60 90 120 150 180 Min:Sec 5:12 3:28 2:36 2:05 1:44

AIRPORT DIAGRAM

AL-493 (FAA) FARMINGTON/FOUR CORNERS RGNL (FMN)
FARMINGTON, NEW MEXICO



ATIS 127.15
GND CON
121.7
FARMINGTON TOWER
118.9 (CTAF) 257.8
DENVER CENTER
118.575 348.7
UNICOM 122.95



NOTE: Chart not to scale.

NOTE: DME required.

NOTE: This SID requires a minimum climb of 290' per NM to 6500' for Rwy 23 departure.



DEPARTURE ROUTE DESCRIPTION

Aircraft departing Runways 23 or 25 turn left heading 130° to intercept RSK R-192 to CHACO. Thence via (assigned route).

GALLUP TRANSITION (CHACO1.GUP): From over CHACO via the RSK R-192 and GUP R-012 to GUP VORTAC.

LOC/DME I-FMN	APP CRS	Rwy Idg	6277
111.9	256°	TDZE	5506
Chan 56		Apt Elev	5506

FARMINGTON/ FOUR CORNERS RGNL (F'MN)

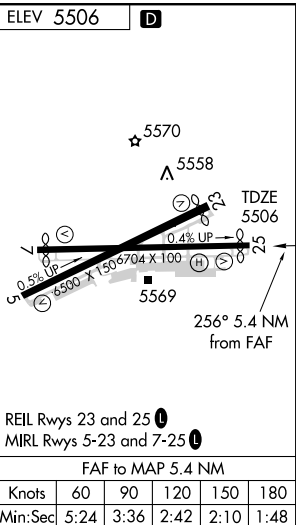
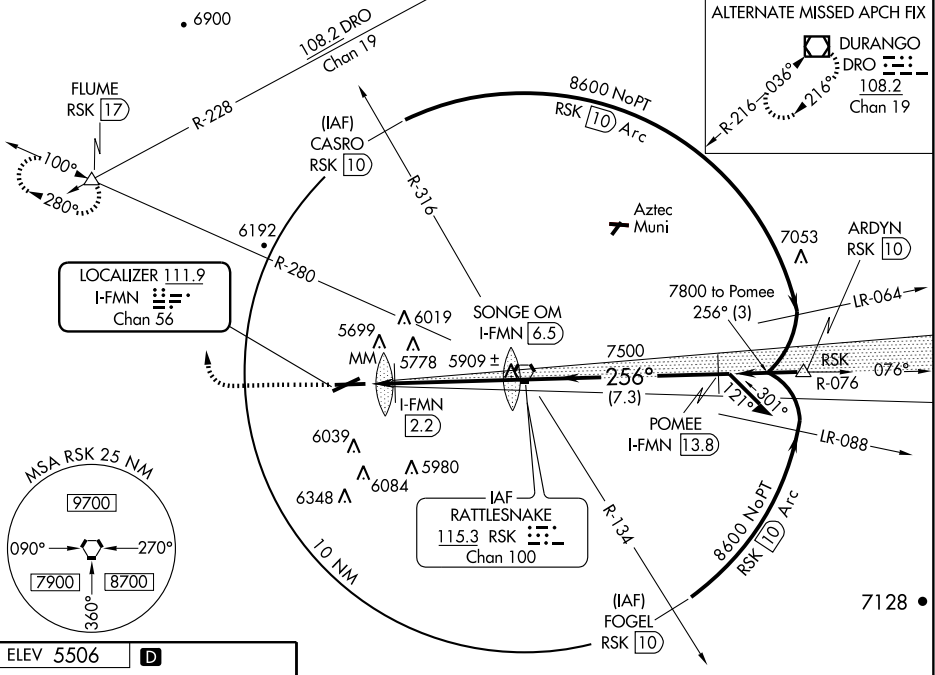
⚠

Cat D circling not authorized southeast of Rwy 5 and 25.

⚠

MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 via heading 321° and RSK R-280 to FLUME INT and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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6100	9000	RSK R-280 115.3	FLUME	VORTAC	SONGE OM I-FMN 6.5	7306	5880	7500	8300	GS 3.00° TCH 58
321°										Use I-FMN DME when on LOC course.
I-FMN 1.1		I-FMN 2.2								
0.4		0.7	4.3 NM							
CATEGORY	A	B	C	D						
S-ILS 25	5706-3/4				200 (200-3/4)					
S-LOC 25	5880-1				374 (400-1)	5880-1 1/4 374 (400-1 1/4)				
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1 654 (700-1 3/4)	6160-2 654 (700-2)						
DME MINIMUMS										
S-LOC 25	5780-1				274 (300-1)					
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1 654 (700-1 3/4)	6160-2 654 (700-2)						

SW-1.03 JUN 2010 to 01 JUL 2010

WAAS Chan 86210 W05A	APP CRS 053°	Rwy Idg 6375 TDZE 5498 Apt Elev 5506
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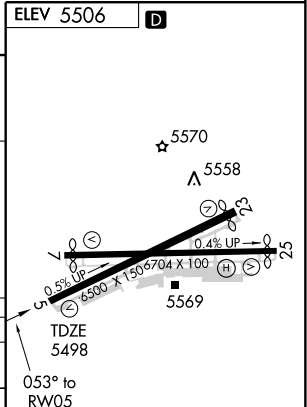
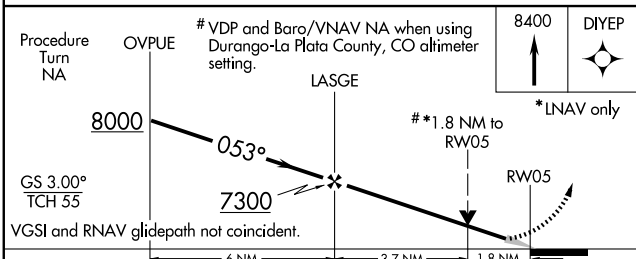
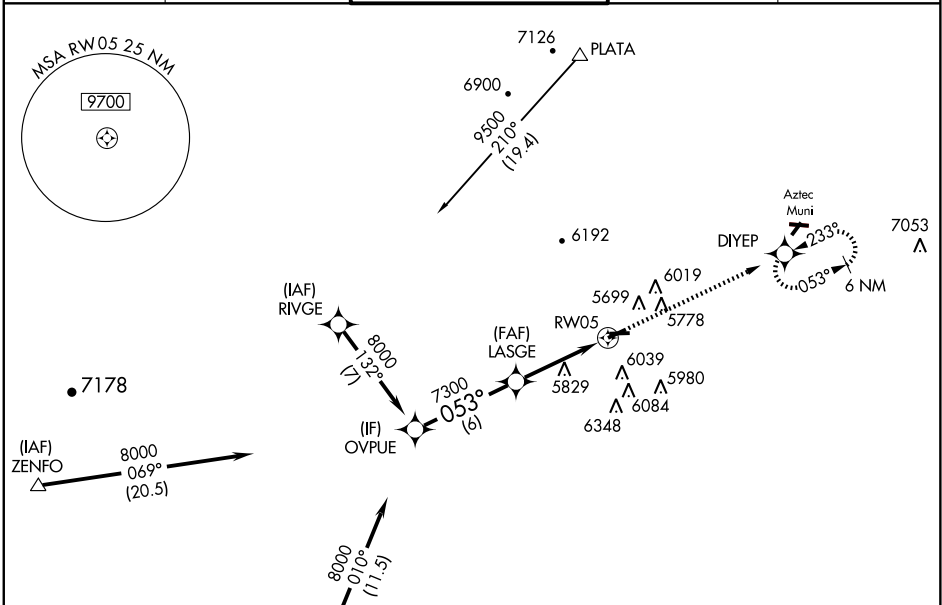
RNAV (GPS) RWY 5

FARMINGTON/ FOUR CORNERS RGNL (FMN)

- T** Cat D circling not authorized southeast of Rwy 5 and 25.
A Baro-VNAV NA below -26°C (-14°F).
 DME/DME RNP- 0.3 NA.
 If local altimeter setting not received, use Durango-La Plata
 altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8400 direct DIYEP and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	5750-1 252 (300-1)			
RNAV/ VNAV DA	5920-1½ 422 (500-1½)			
RNAV MDA	6100-1 602 (600-1)		6100-1½ 602 (600-1½)	6100-2 602 (600-2)
CIRCLING	6100-1½ 594 (600-1½)	6120-1½ 614 (700-1½)	6160-1½ 654 (700-1½)	6160-2 654 (700-2)

REIL Rwys 23 and 25 **L**
MIRL Rwys 5-23 and 7-25 **L**

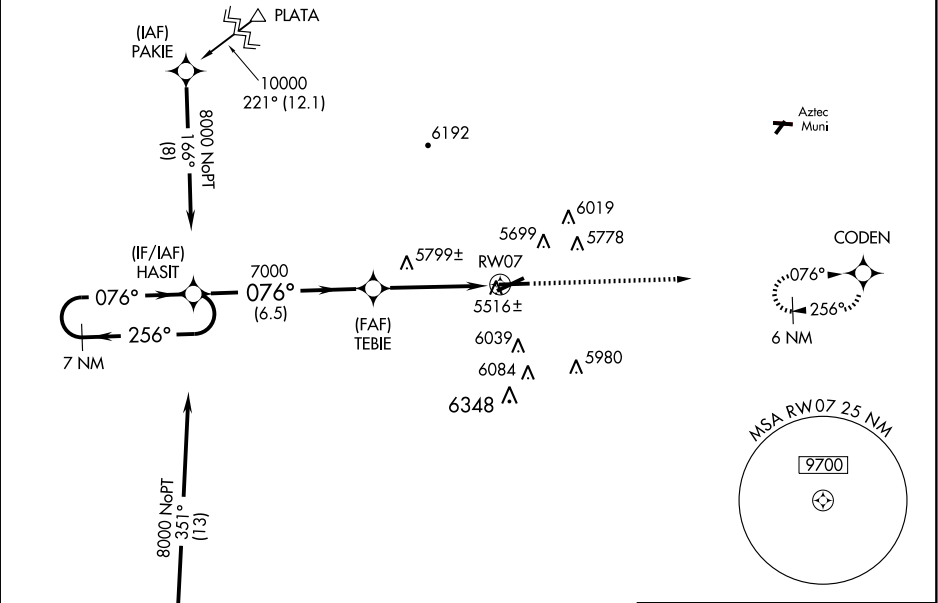
WAAS CH 90110 W07A	APP CRS 076°	Rwy Idg TDZE Apt Elev 6277 5502 5506
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RNAV (GPS) RWY 7
FARMINGTON/ FOUR CORNERS RGNL (F'MN)

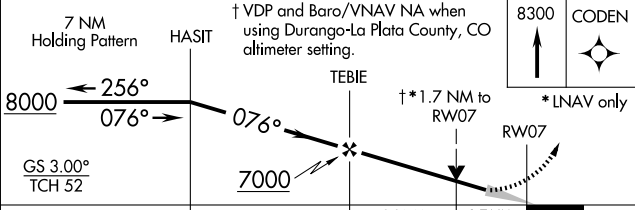
⚠ Cat D circling not authorized southeast of Rwy 5 and 25.
⚠ Baro-VNAV NA below -26°C (-14°F).
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8300 direct CODEN and hold.

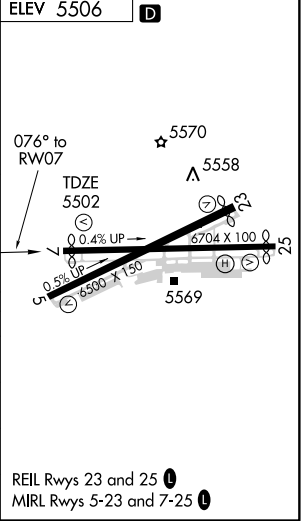
ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9(CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrivals at DERMA via V95 southwest bound.



CATEGORY	A	B	C	D
LPV DA	5760-1 258 (300-1)			
RNAV/ VNAV DA	5980-1¾ 478 (500-1¾)			
RNAV MDA	6060-1	558 (600-1)	6060-1½ 558 (600-1½)	6060-1¾ 558 (600-1¾)
CIRCLING	6060-1¾ 554 (600-1¾)	6120-1¾ 614 (700-1¾)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)



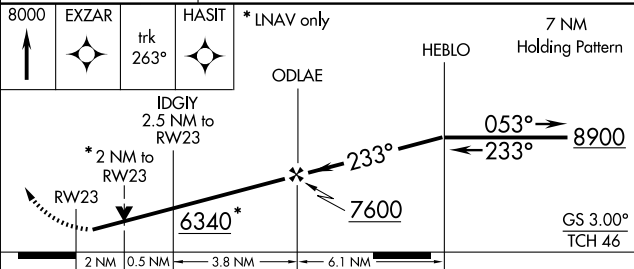
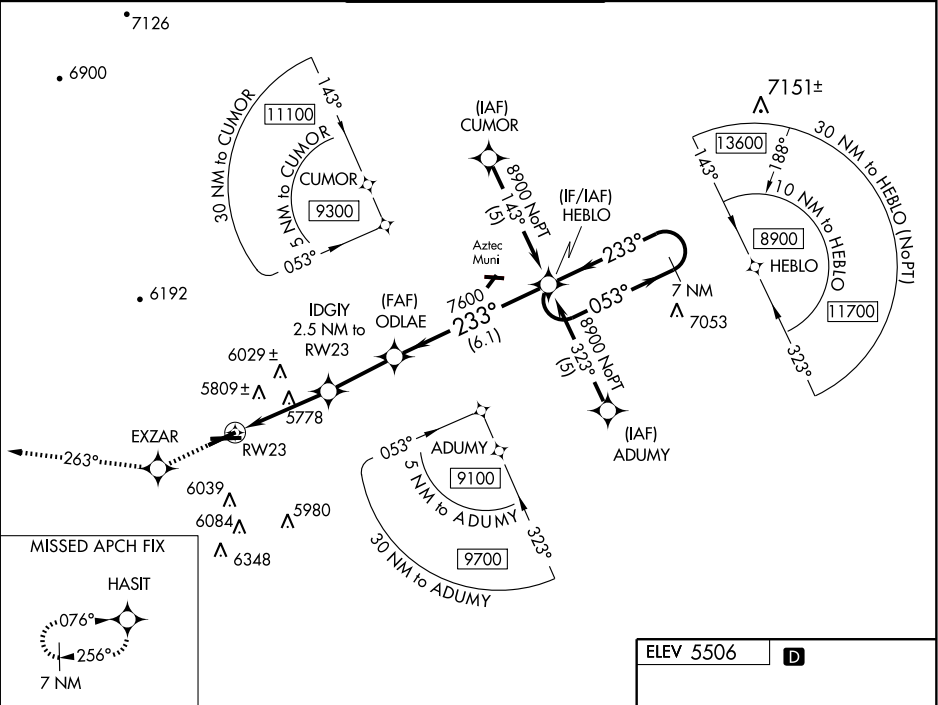
WAAS CH 70714 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	6375 5504 5506
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RNAV (GPS) RWY 23
FARMINGTON/ FOUR CORNERS RGNL (F'MN')

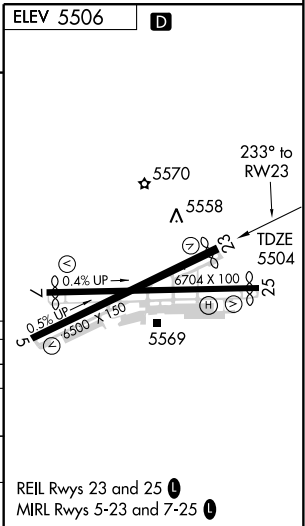
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
Circling NA Cat D southeast of Rwy 5 and 25.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8000 direct EXZAR and via track 263° to HASIT and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	5798-1	294 (300-1)		
LNAV/VNAV DA	6138-2¼	634 (700-2¼)		
LNAV MDA	6180-1 676 (700-1)	6180-2 676 (700-2)	6180-2¼ 676 (700-2¼)	
CIRCLING	6180-1 674 (700-1)	6180-2 674 (700-2)	6180-2¼ 674 (700-2¼)	



REIL Rwy 23 and 25 0
MIRL Rwy 5-23 and 7-25 0

APP CRS 256°	Rwy Idg TDZE Apt Elev	6277 5506 5506
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RNAV (GPS) RWY 25

FARMINGTON/ FOUR CORNERS RGNL (FMN)

Baro-VNAV NA below -26°C (-14°F)
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 8000 via 256° course to HASIT WP and hold.

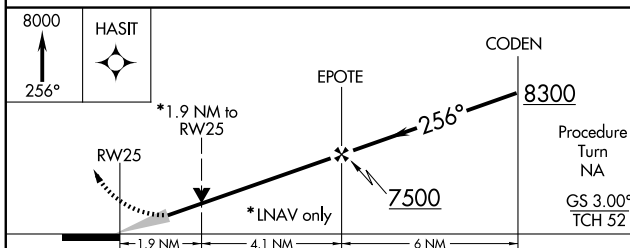
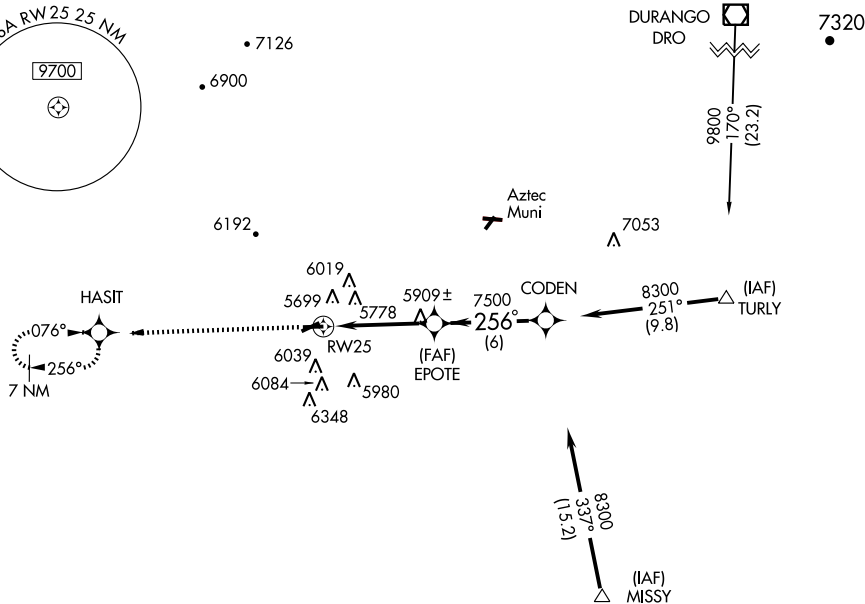
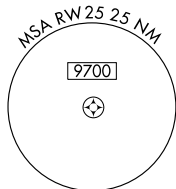
A NA
Cat D circling not authorized southeast of Rwy 5 and 25.

ATIS
127.15

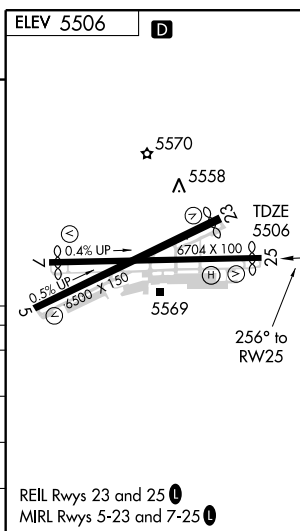
DENVER CENTER
118.575 348.7

FARMINGTON TOWER★
118.9 (CTAF) **L** 257.8

GND CON
121.7

UNICOM
122.95

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	5860-1¼ 354 (400-1¼)			
LNAV MDA	6160-1 654 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)	
CIRCLING	6160-1¼ 654 (700-1¼)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)	



VORTAC RSK <u>115.3</u> Chan 100	APP CRS 070°	Rwy Idg 6375 TDZE 5498 Apt Elev 5506
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VOR/DME RWY 5
FARMINGTON/FOUR CORNERS RGNL (FMN)

T Cat D circling not authorized southeast of Rwy 5 and 25.

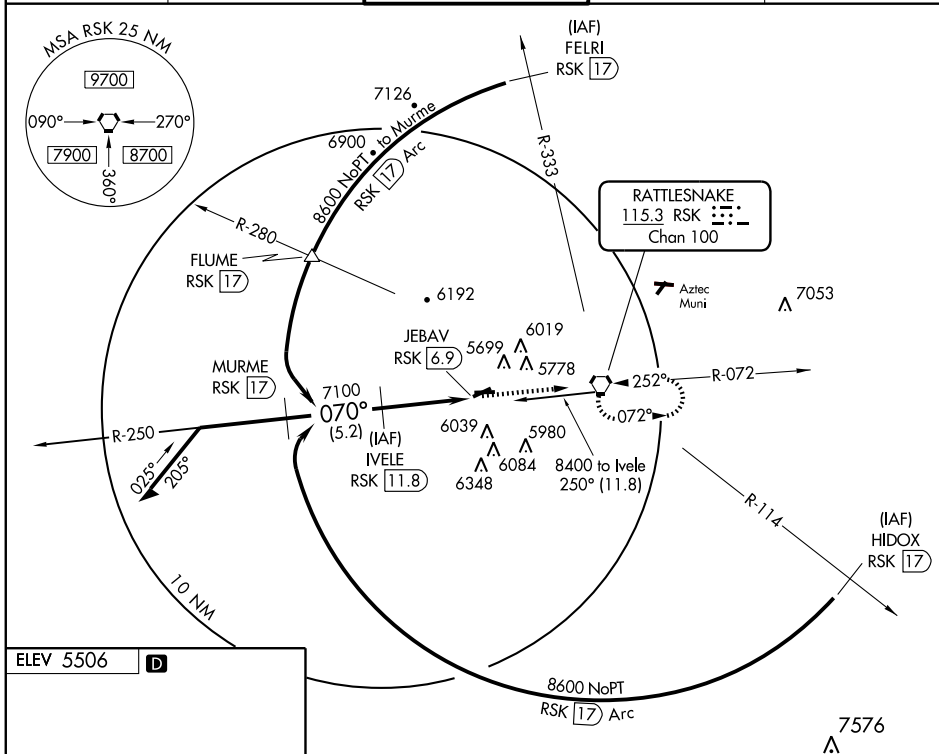
MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS
127.15

DENVER CENTER
118.575 348.7

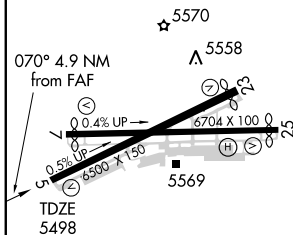
FARMINGTON TOWER★
118.9 (CTAF) **L** 257.8

GND CON
121.7

UNICOM
122.95

ELEV 5506

D

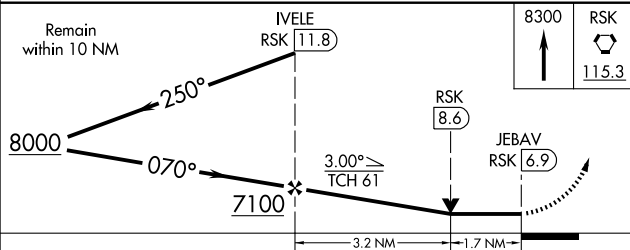
REIL Rwy 23 and 25 **L**

MIRL Rwy 5-23 and 7-25 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

Remain
within 10 NM



CATEGORY	A	B	C	D
S-5	6060-1	562 (600-1)	6060-1½ 562 (600-1½)	6060-1¾ 562 (600-1¾)
CIRCLING	6060-1 554 (600-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

VORTAC RSK 115.3 Chan 100	APP CRS 072°	Rwy Idg 6277 TDZE 5502 Apt Elev 5506
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VOR/DME RWY 7
FARMINGTON/FOUR CORNERS RGNL (FMN)

T Cat D circling not authorized southeast of Rwy 5 and 25.

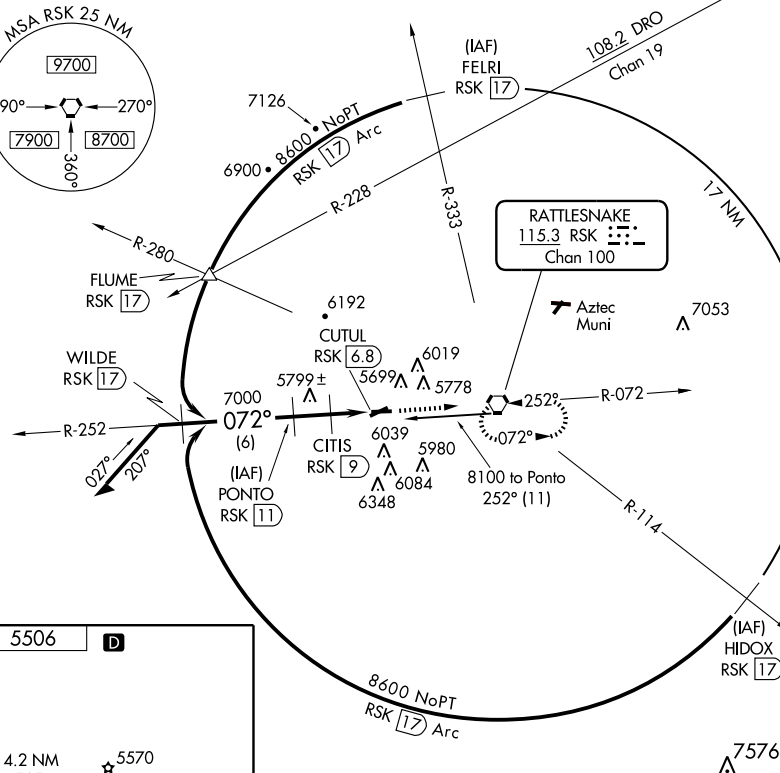
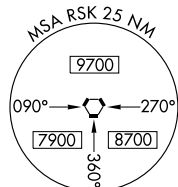
MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS
127.15

DENVER CENTER
118.575 348.7

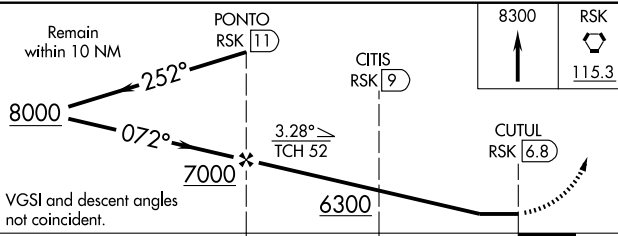
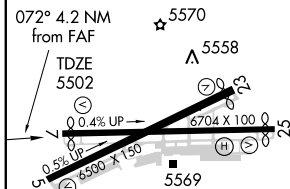
FARMINGTON TOWER★
118.9 (CTAF) **L** 257.8

GND CON
121.7

UNICOM
122.95

ELEV 5506

D



CATEGORY	A	B	C	D
S-7	5920-1	418 (500-1)	5920-1¼	418 (500-1¼)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

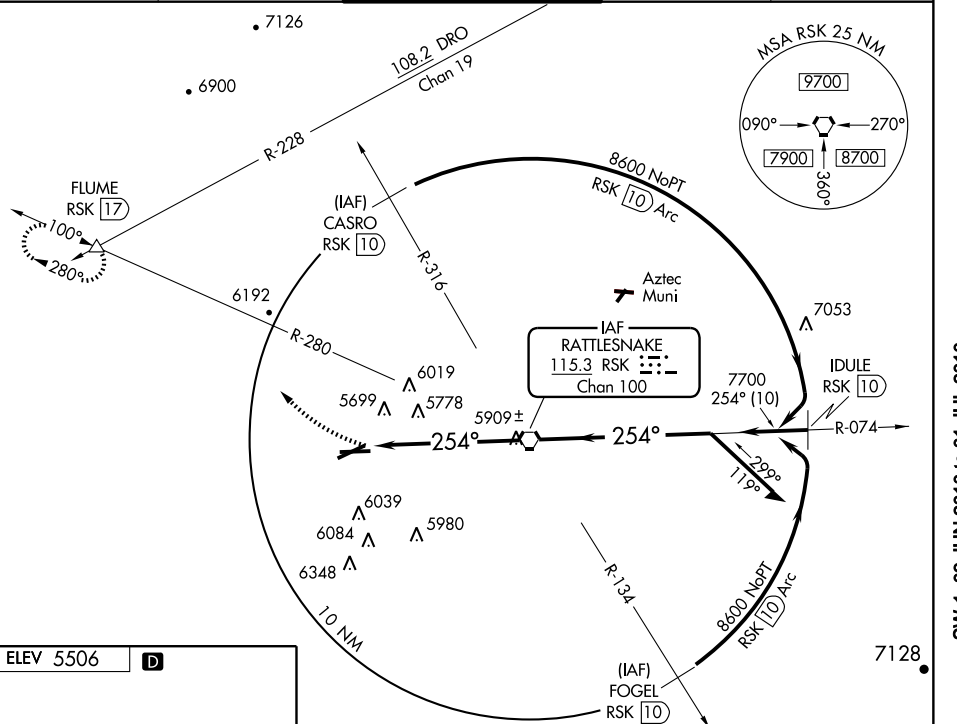
REIL Rwys 23 and 25 **L**
MIRL Rwys 5-23 and 7-25 **L**

VORTAC RSK	APP CRS	Rwy Idg	6375
115.3	254°	TDZE	5504
Chan 100		Apt Elev	5506

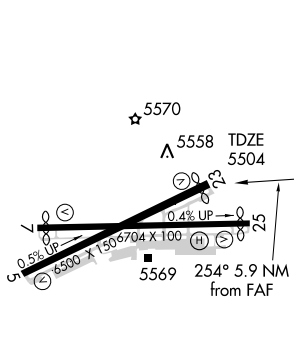
▼ Cat D circling not authorized southeast of Rws 5 and 25.

MISSED APPROACH: Climbing right turn to 9000 via RSK R-280 to FLUME Int and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 5506 **D**



REIL Rws 23 and 25
MIRL Rws 5-23 and 7-25

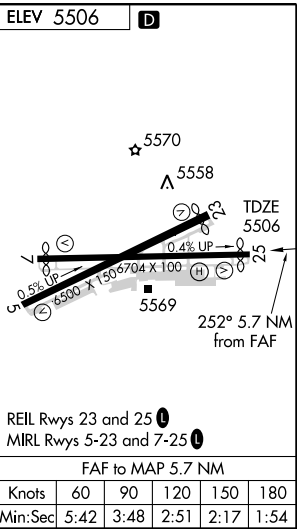
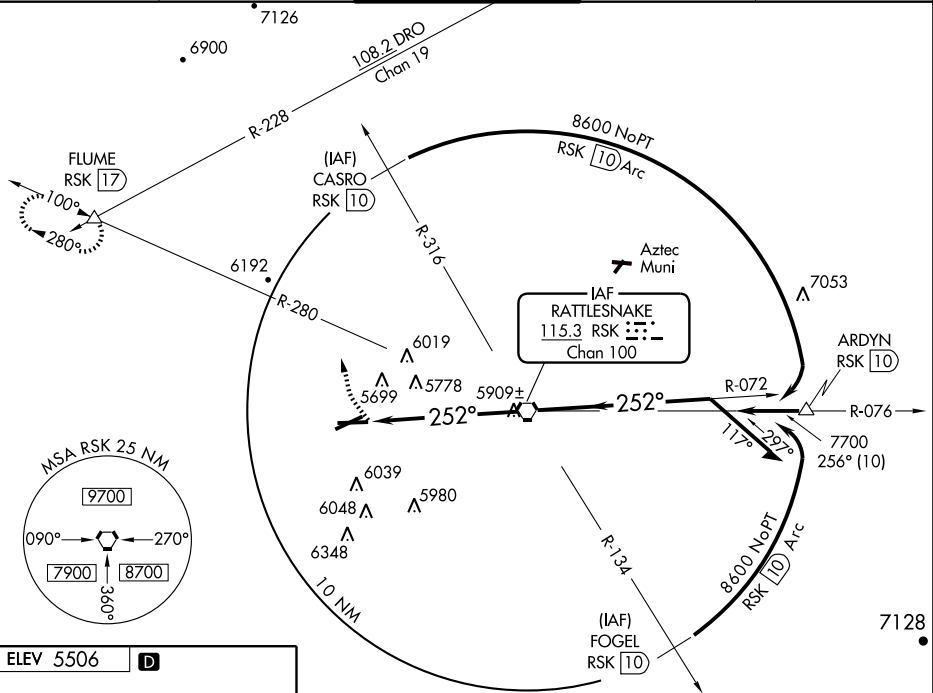
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A		B		C	D
	6120-1 616 (700-1)		6120-1 616 (700-1)		6120-1 616 (700-1)	6120-2 616 (700-1)
CIRCLING	6120-1 614 (700-1)		6120-1 614 (700-1)		6160-1 654 (700-1)	6160-2 654 (700-2)

VORTAC RSK	APP CRS	Rwy Idg	6277
115.3	252°	TDZE	5506
Chan 100		Apt Elev	5506

MISSED APPROACH: Climbing right turn to 9000 via RSK R-280 to FLUME Int and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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9000 RSK R-280					FLUME Int					VORTAC					Remain within 10 NM				
7700					7700					7700					7700				
1.7 NM					4 NM					4 NM					4 NM				
CATEGORY					A					B					C				
S-25					6120-1 614 (700-1)					6120-1 614 (700-1)					6120-1 614 (700-1)				
CIRCLING					6120-1 614 (700-1)					6120-1 614 (700-1)					6120-1 614 (700-1)				

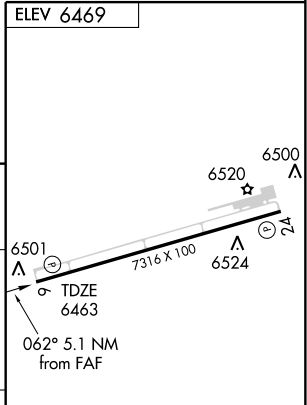
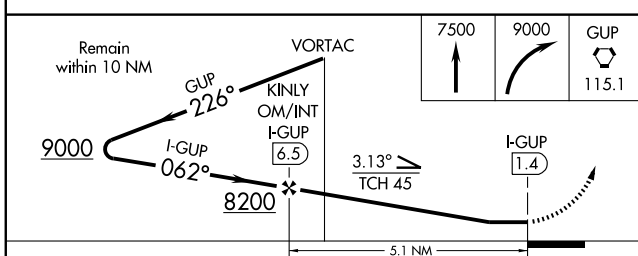
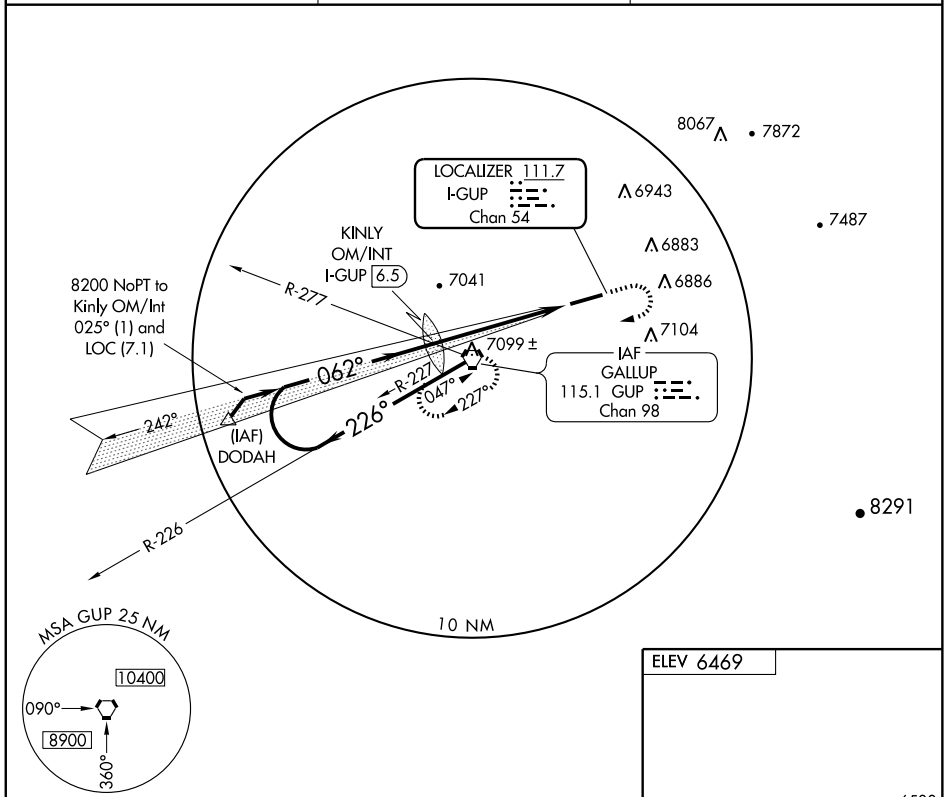
LOC/DME	I-GUP	APP CRS	Rwy Idg	7316
111.7		062°	TDZE	6463
Chan 54			Apt Elev	6469

LOC RWY 6



GALLUP MUNI (GUP)

<p>NA</p>	<p>MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.</p>
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<p>ASOS</p> <p>118.375</p>	<p>ALBUQUERQUE RADIO</p> <p>122.1R</p>	<p>UNICOM</p> <p>122.95 (CTAF) 1</p>
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CATEGORY	A	B	C	D
S-6	7280-1 817 (900-1)	7280-1¼ 817 (900-1¼)	7280-2½ 817 (900-2½)	7280-2¾ 817 (900-2¾)
CIRCLING	7280-1 811 (900-1)	7280-1¼ 811 (900-1¼)	7280-2½ 811 (900-2½)	7360-3 891 (900-3)

REIL Rwy 24 					
MIRL Rwy 6-24 					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS 062°	Rwy Idg 7316
	TDZE 6465
	Apt Elev 6472

RNAV (GPS) RWY 6

GALLUP MUNI (GUP)



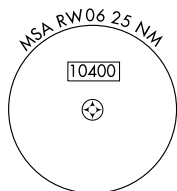
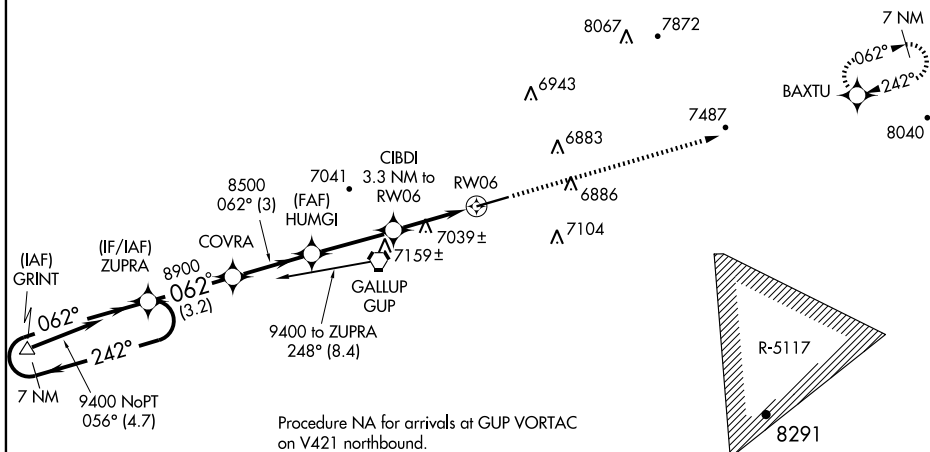
DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Window Rock altimeter setting and increase all MDAs 80 feet, increase LNAV Cats. A, C, D visibility and Circling Cts. A, C visibility ¼ mile. VDP NA with Window Rock altimeter setting.

MISSED APPROACH: Climb to 9500 direct BXTU and hold.

ASOS
118.375

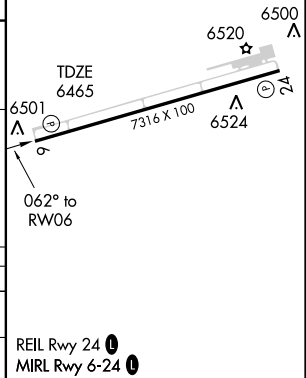
ALBUQUERQUE RADIO
122.1R

UNICOM
122.95 (CTAF) 0



ELEV 6472

CATEGORY	7 NM Holding Pattern			
	A	B	C	D
LNAV MDA	7300-1 835 (900-1)	7300-1¼ 835 (900-1¼)	7300-2½ 835 (900-2½)	7300-2¾ 835 (900-2¾)
CIRCLING	7300-1 828 (900-1)	7300-1¼ 828 (900-1¼)	7300-2½ 828 (900-2½)	7360-3 888 (900-3)



APP CRS **242°**
 Rwy Idg **7316**
 TDZE **6472**
 Apt Elev **6472**

RNAV (GPS) RWY 24

GALLUP MUNI (GUP)

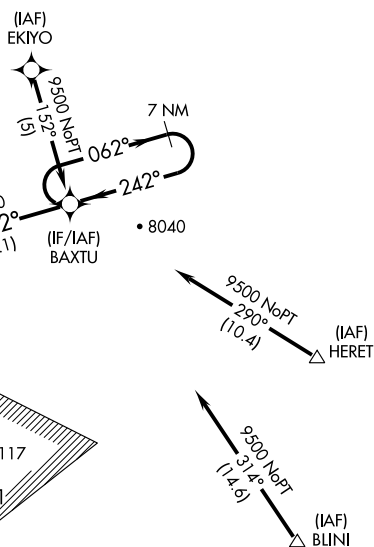
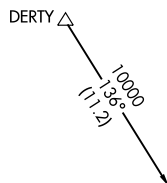
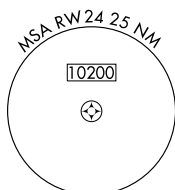
▽ DME/DME RNP-0.3 NA.
△ If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9500
 direct BAXTU and hold.

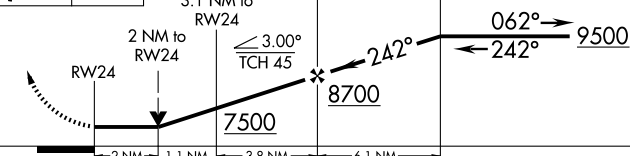
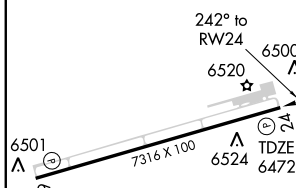
ASOS
118.375

ALBUQUERQUE RADIO
122.1R

UNICOM
122.95 (CTAF) 0



ELEV **6472**



CATEGORY	A	B	C	D
LNAV MDA	7140-1 668 (700-1)	7140-1 668 (700-1)	7140-1 668 (700-1)	7140-2 668 (700-2)
CIRCLING	7140-1 668 (700-1)	7140-1 668 (700-1)	7140-1 668 (700-1)	7140-3 888 (900-3)

REIL Rwy 24 **0**
 MRL Rwy 6-24 **0**

VORTAC GUP 115.1 Chan 98	APP CRS 047°	Rwy Idg 7316 TDZE 6465 Apt Elev 6472
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VOR RWY 6
GALLUP MUNI (GUP)

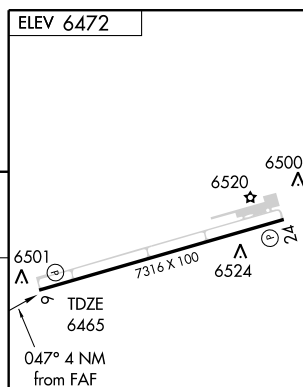
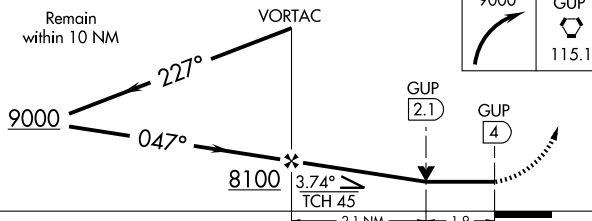
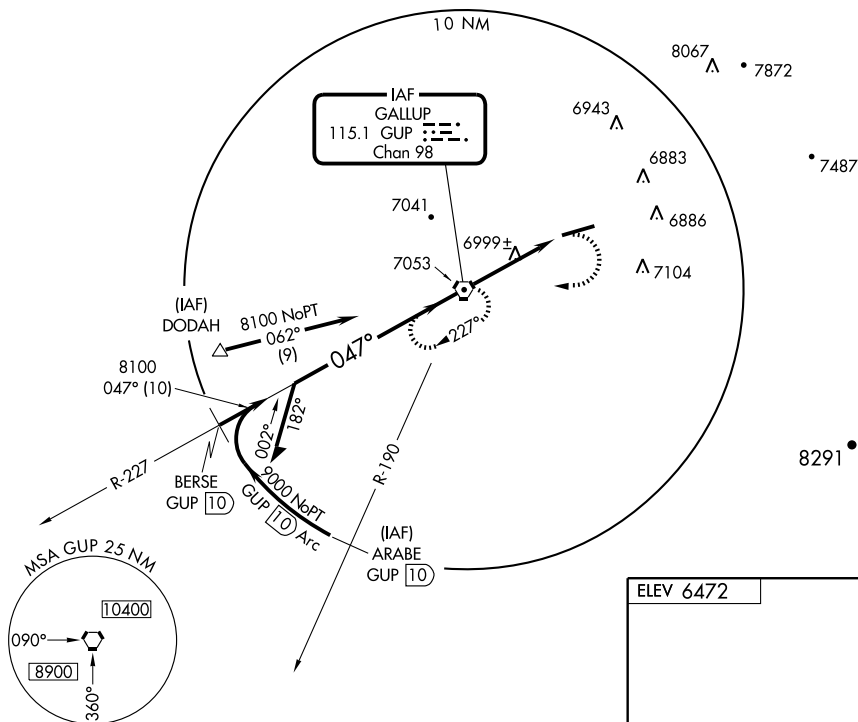


MISSED APPROACH: Climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS
118.375

ALBUQUERQUE RADIO
122.1R

UNICOM
122.95 (CTAF) **L**



CATEGORY	A	B	C	D
S-6	7260-1 795 (800-1)	7260-1¼ 795 (800-1¼)	7260-2¼ 795 (800-2¼)	7260-2½ 795 (800-2½)
CIRCLING	7260-1 788 (800-1)	7260-1¼ 788 (800-1¼)	7260-2¼ 788 (800-2¼)	7360-3 888 (900-3)

REIL Rwy 24 L					
MIRL Rwy 6-24 L					
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

APP CRS	Rwy Idg	7172
137°	TDZE	6537
	Apt Elev	6537

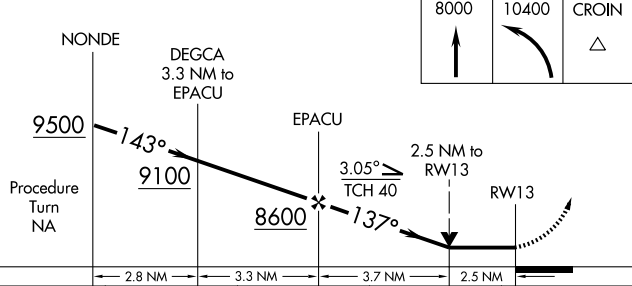
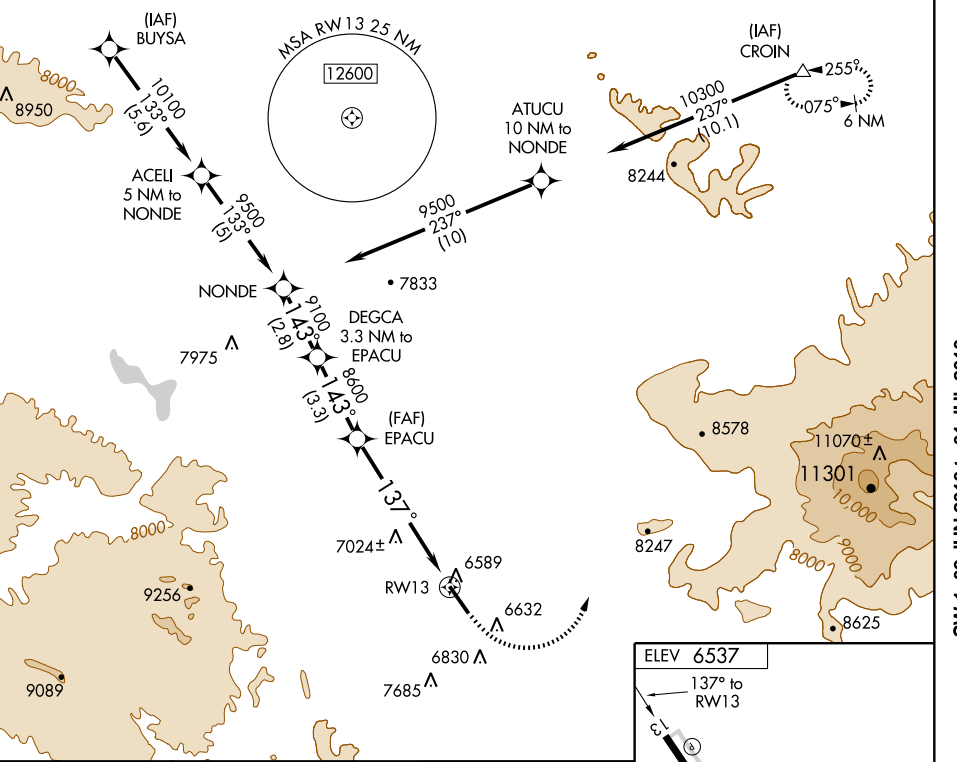
▼

NA

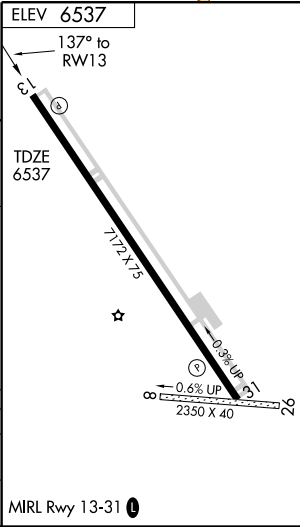
If local altimeter setting not received, procedure NA.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Circling NA east of Rwy 13-31.
Procedure NA at night.

MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
LNAV MDA	7380-1 843 (900-1)	7380-1¼ 843 (900-1¼)	7380-2½ 843 (900-2½)	NA
CIRCLING	7380-1 843 (900-1)	7420-1¼ 883 (900-1¼)	7480-2¾ 943 (1000-2¾)	NA



▼

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

▲ NA

Circling not authorized east of Rwy 13-31.

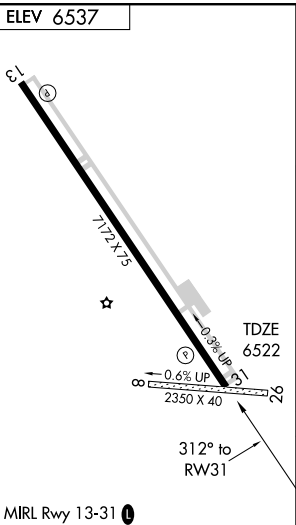
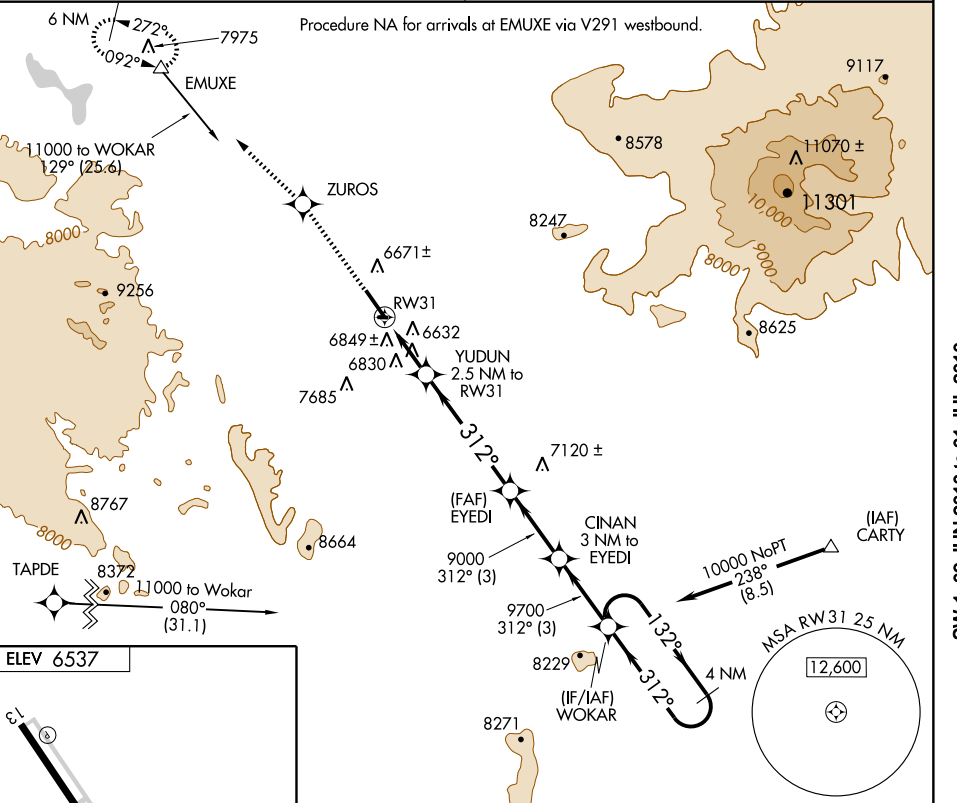
MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.




ALBUQUERQUE CENTER

124.325 288.25

UNICOM

122.8 (CTAF) 



	11000	ZUROS	EMUXE						
				302°					
		1.7 NM to RW31	YUDUN 2.5 NM to RW31	EYEDI	CINAN 3 NM to EYEDI	WOKAR	4 NM Holding Pattern		
		RW31	7360	9000	9700	10000			
		1.7	0.8	5.1 NM	3 NM	3 NM			
CATEGORY		A		B		C		D	
LNAV MDA		7100-1	578 (600-1)			7100-1½ 578 (600-1½)		NA	
CIRCLING		7160-1	623 (700-1)			7160-1¾ 623 (700-1¾)		NA	

SW-1, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

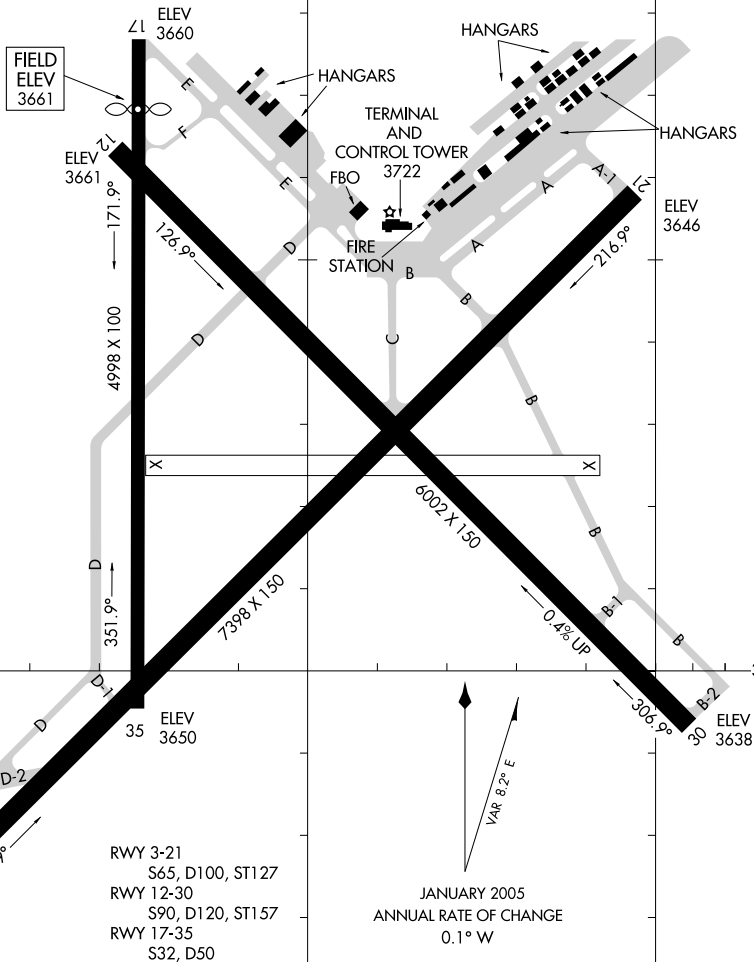
AL-851 (FAA)

HOBBS/LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO

ATIS
119.75
HOBBS TOWER★
120.65 317.4
GND CON
121.9

D

32°42'N



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

103° 13.5' W

103° 13.0' W

103° 12.5' W

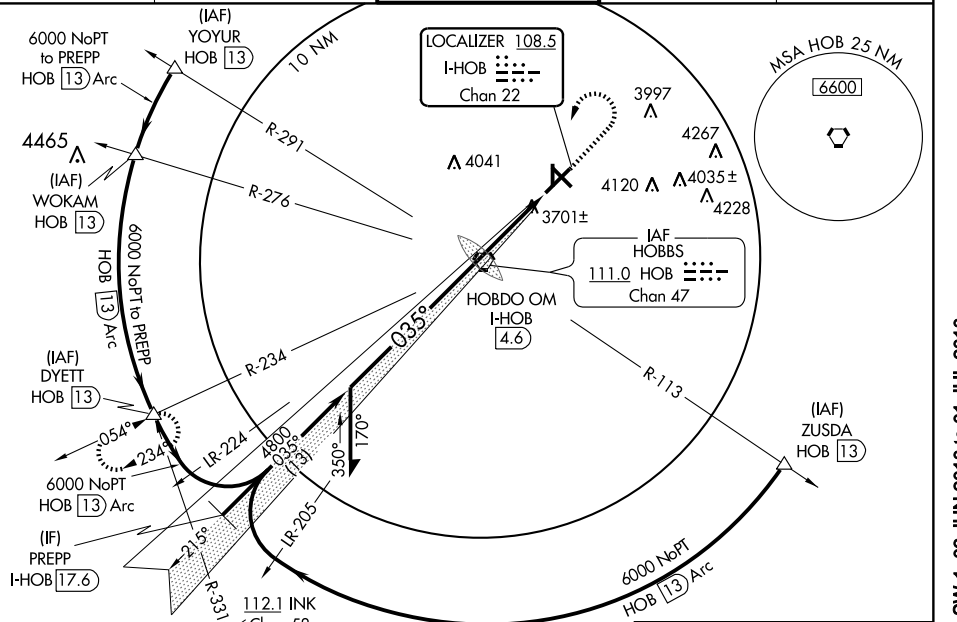
SW-1, 03 JUN 2010 to 01 JUL 2010

When control tower closed, except for operators with approved weather reporting service, use Carlsbad altimeter setting. VDP NA when using Carlsbad altimeter setting. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOBBS VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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Remain within 10 NM

5300

215°

035°

GS 3.00° TCH 48

4800

4756

2.3 NM

1 NM

VORTAC

HOBDO OM I-HOB 4.6

5000

6000

HOB 111.0

HOB R-234

DYETT

Use I-HOB DME when on the localizer course.

I-HOB 2.3

I-HOB 1.3

CATEGORY	A	B	C	D
S-ILS 3	3852-½ 200 (200-½)			
S-LOC 3	4020-½ 368 (400-½)			
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4020-¾ 368 (400-¾) 4220-2 559 (600-2)
CARLSBAD ALTIMETER SETTING MINIMUMS				
S-ILS 3	4133-1¼ 481 (500-1¼)			
S-LOC 3	4300-½ 648 (700-½)		4300-1¼ 648 (700-1¼)	4300-1½ 648 (700-1½)
CIRCLING	4400-1¼ 739 (800-1¼)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

ELEV 3661

D

3696

3722

3700±

3700±

3669±

3687

35

3687

035° 3.3 NM from FAF

MIRL Rwy 12-30

HIRL Rwy 3-21

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

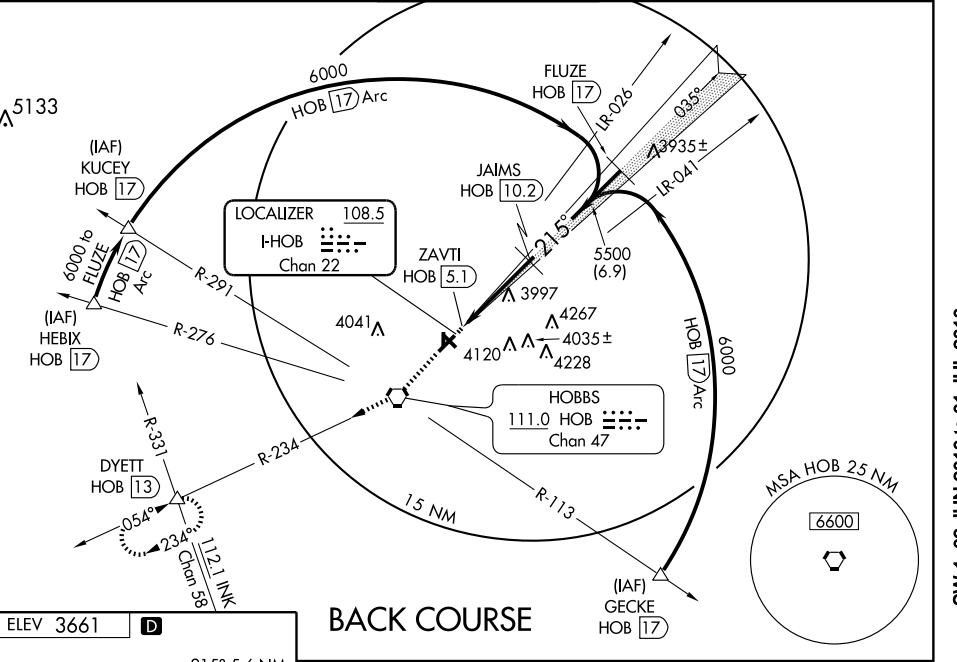
SW-1, 03 JUN 2010 to 01 JUL 2010

When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.
Inoperative table does not apply.
DME from HOB VORTAC. Simultaneous reception of I-HOB and HOB DME required.

ODALS

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB R-234 to DYETT INT/13 DME and hold.

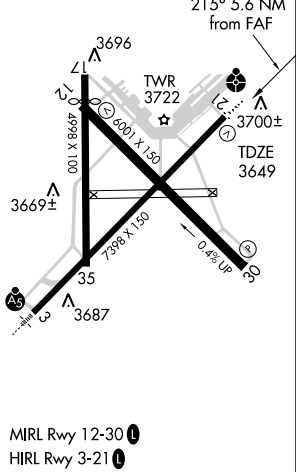
ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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ELEV 3661

D

BACK COURSE



	6000	HOB 111.0	HOB R-234	DYETT △	JAIMS HOB 10.2	FLUZE HOB 17
	Disregard glide slope indications	ZAVTI HOB 5.1	≤ 3.02° TCH 44	5500	215°	6000
	0.6	5 NM	6.9 NM			Procedure Turn NA
CATEGORY	A	B	C	D		
S-21	4080-1	431 (500-1)	4080-1¼ 431 (500-1¼)	4080-1½ 431 (500-1½)		
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)		
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS						
S-21	4360-1	711 (700-1)	4360-2 711 (700-2)	4360-2¼ 711 (700-2¼)		
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)		

MIRL Rwy 12-30
HIRL Rwy 3-21

SW-1. 03 JUN 2010 to 01 JUL 2010

APP CRS
215°

Rwy Idg
TDZE
Apt Elev

7398
3649
3661

RNAV (GPS) RWY 21
HOBBS/ LEA COUNTY RGNL (HOB)

▼ DME/DME RNP-0.3 NA.
Inoperative table does not apply to ODALS Rwy 21.

▲ When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.

ODALS
⋮

MISSED APPROACH: Climb to 5600
direct FIBGA and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
RNAV MDA	4080-1 431 (500-1)	4080-1½ 431 (500-1½)	4080-1½ 431 (500-1½)	4080-1½ 431 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
RNAV MDA	4360-1 711 (700-1)	4360-2 711 (700-2)	4360-2½ 711 (700-2½)	4360-2½ 711 (700-2½)
CIRCLING	4400-1 739 (800-1)	4420-1½ 759 (800-1½)	4420-2½ 759 (800-2½)	4440-2½ 779 (800-2½)

SW-1. 03 JUN 2010 to 01 JUL 2010

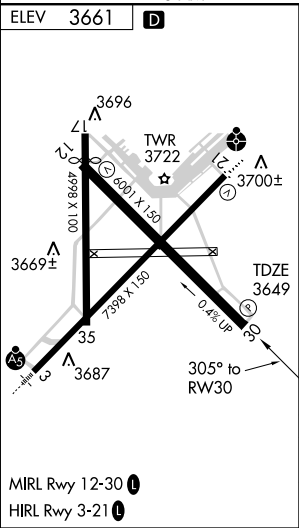
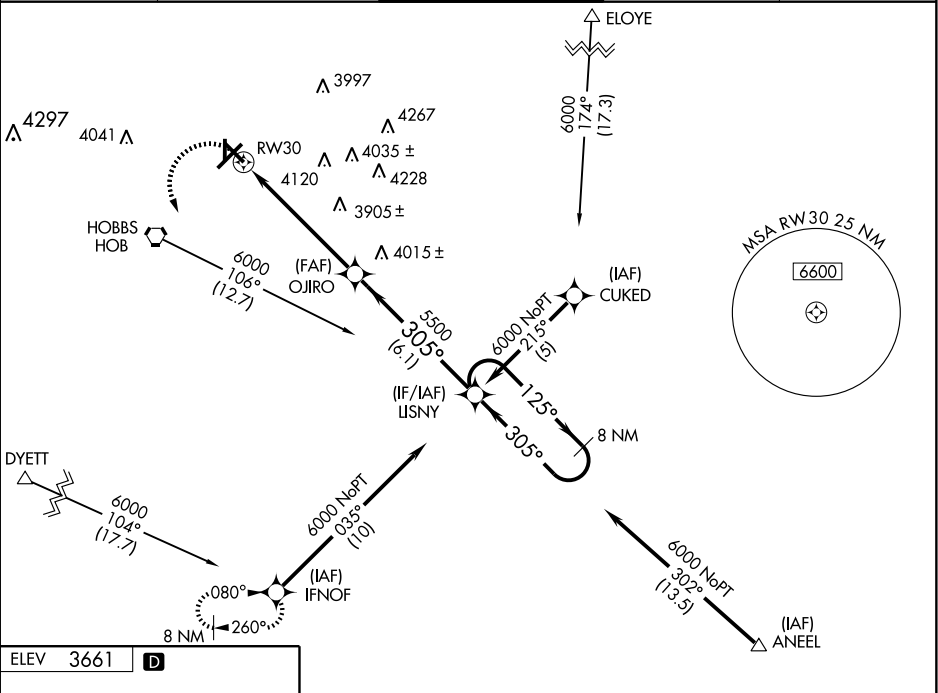
APP CRS	Rwy Idg	6001
305°	TDZE	3649
	Apt Elev	3661

RNAV (GPS) RWY 30
HOBBBS/ LEA COUNTY RGNL (HOB)

DME/DME RNP-0.3 NA.
When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.
VDP NA with Cavern City Air Terminal altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct IFNOF and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBBS TOWER ★ 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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<div><div>6000</div><div>IFNOF</div><div>LISNY</div><div>8 NM Holding Pattern</div><div>OJIRO</div><div>1.3 NM to RW30</div><div>3.05° TCH 40</div><div>5500</div><div>1.3 4.3 6.1 NM</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	4100-1	451 (500-1)	4100-1¼ 451 (500-1¼)	4100-1½ 451 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4380-1	731 (800-1)	4380-2 731 (800-2)	4380-2¼ 731 (800-2¼)
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

VORTAC HOB 111.0 Chan 47	APP CRS 212°	Rwy Idg 7398 TDZE 3649 Apt Elev 3661
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VOR/DME or TACAN RWY 21

HOBBS/LEA COUNTY RGNL (HOB)

T When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.

A Inoperative table does not apply.

Straight-in minimums NA when using Cavern City Air Terminal altimeter setting.

ODALS



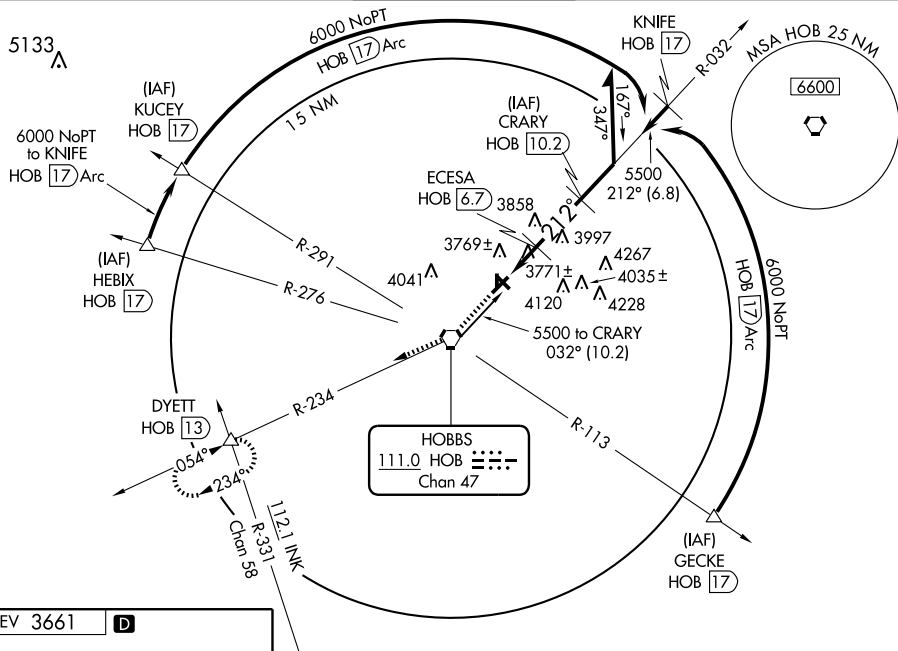
MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB R-234 to DYETT INT/13 DME and hold.

ATIS
119.75

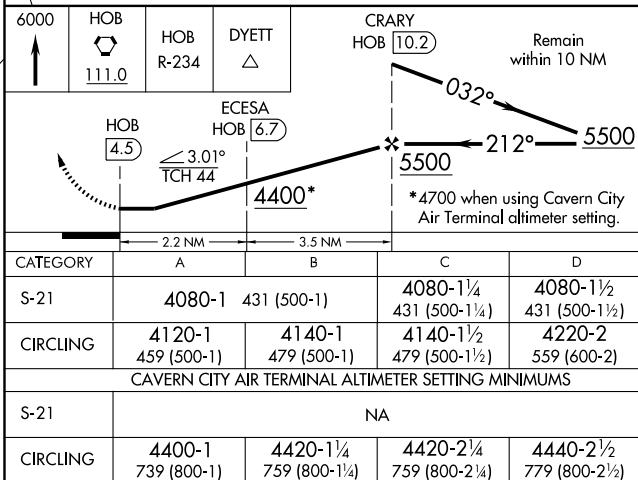
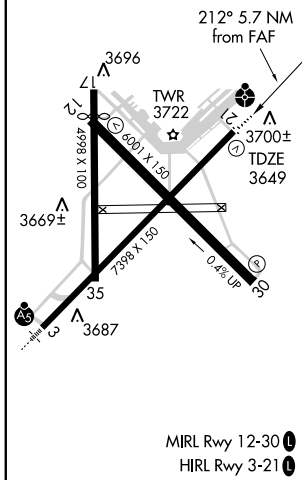
FORT WORTH CENTER
133.1 298.95

HOBBS TOWER ★
120.65 (CTAF) **L** 317.4

GND CON
121.9

UNICOM
122.95

ELEV 3661	D
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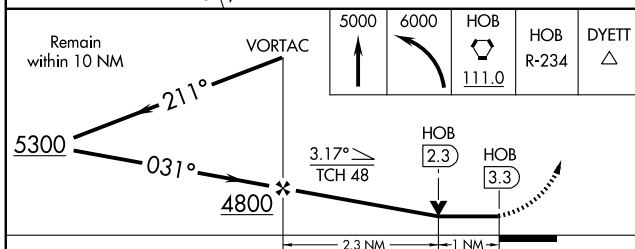
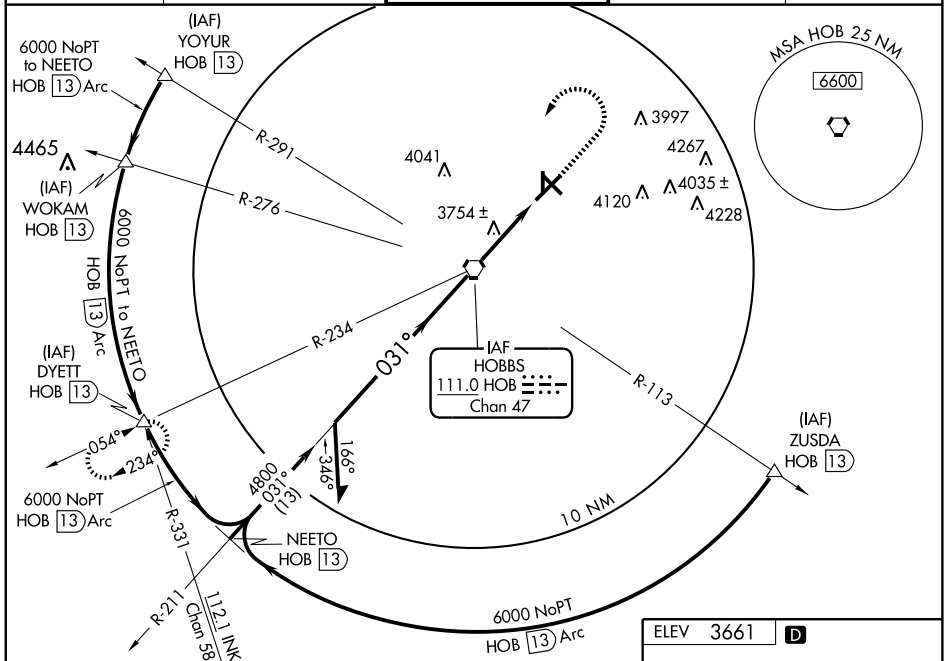
VORTAC HOB 111.0 Chan 47	APP CRS 031°	Rwy Idg TDZE Apt Elev 7398 3652 3661
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VOR or TACAN RWY 3

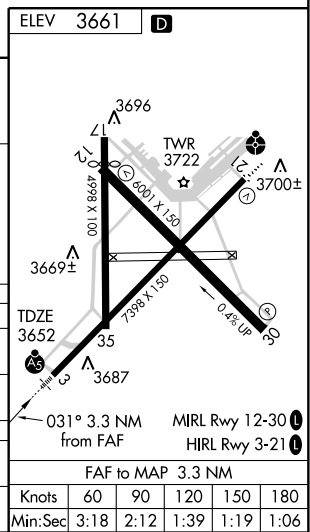
HOBBS/ LEA COUNTY RGNL (HOB)

<p>▼ When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.</p> <p>▲ For inoperative MALS R increase Cat D S-3 visibility to 1¼ miles. VDP NA when using Cavern City Air Terminal altimeter setting.</p>	<p>MALS R</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC, then via HOB R-234 to DYETT INT/13 DME and hold.</p>
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ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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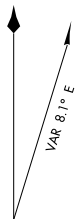
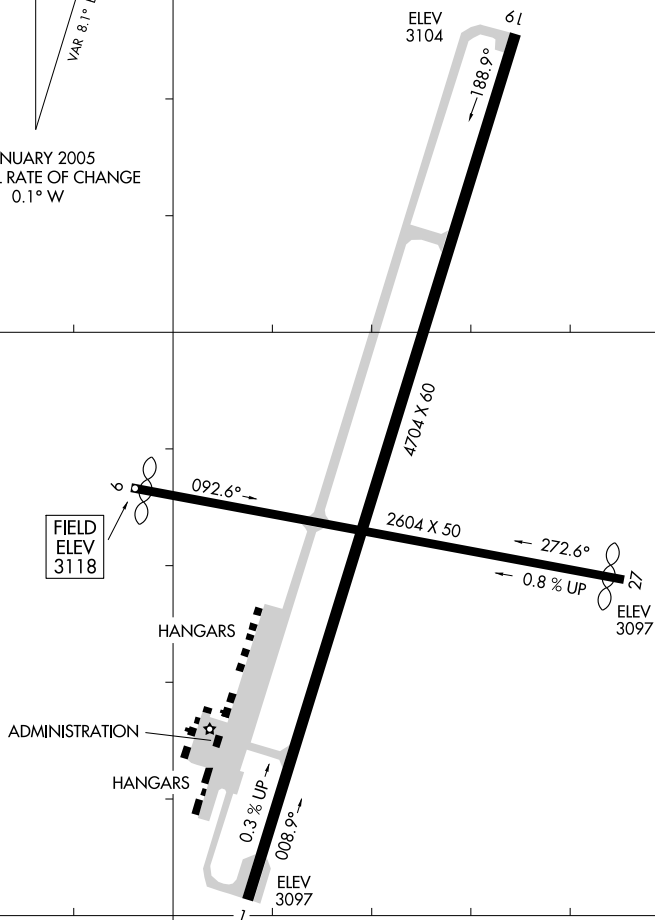


CATEGORY	A	B	C	D
S-3	4020-½ 368 (400-½)			4020-1 368 (400-1)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
S-3	4300-½ 648 (700-½)	4300-1¼ 648 (700-1¼)	4300-1½ 648 (700-1½)	
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)



AIRPORT DIAGRAM

AL-9408 (FAA)

JAL/LEA COUNTY (E26)
JAL, NEW MEXICOCTAF
122.9JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

32°08.0'N

32°07.5'N

103°09.5'W

103°09.0'W

RWY 1-19
S23
RWY 9-27
S12

SW-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LRU 109.3 Chan 30	APP CRS 304°	Rwy Idg 7499 TDZE 4443 Apt Elev 4456
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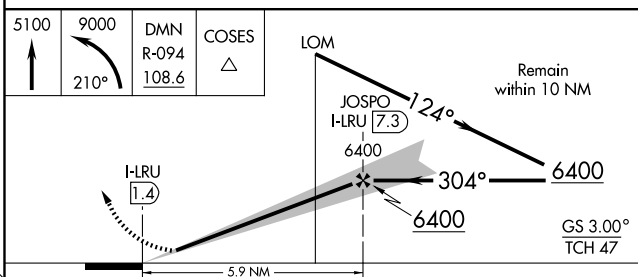
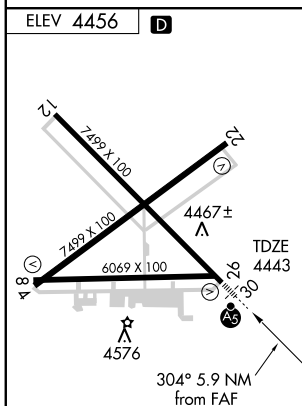
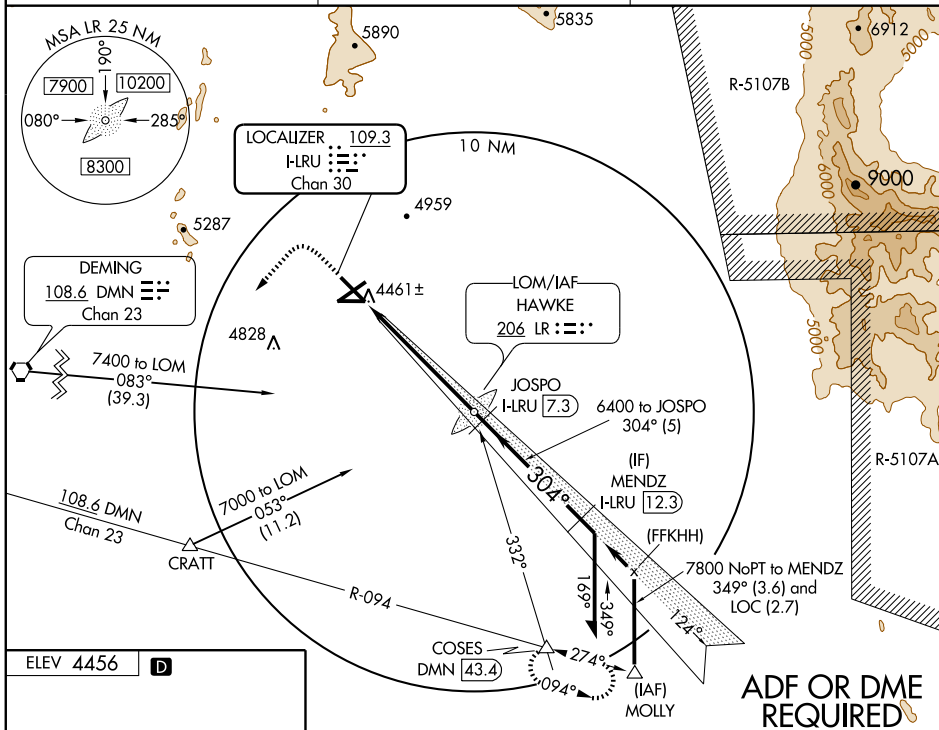
ILS or LOC RWY 30
LAS CRUCES INTL(LRU)


T	S-LOC: DME required.
A NA	If local altimeter setting not received, procedure NA. For inoperative MALSR, increase S-LOC Cat. D visibility to 1.

MALS

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 via 210° heading and DMN VORTAC R-094 to COSES INT and hold.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF) 0
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304° 5.9 NM from FAF MIRL Rwys 4-22, 12-30 and 8-26  FAF to MAP 5.9 NM						CATEGORY		A		B		C		D					
						S-ILS 30		4643-½ 200 (200-½)											
						S-LOC 30		4720-½ 277 (300-½)										4720-¾ 277 (300-¾)	
						CIRCLING		4940-1 484 (500-1)				4940-1½ 484 (500-1½)				5020-2 564 (600-2)			
Knots	60	90	120	150	180														
Min:Sec	5:54	3:56	2:57	2:22	1:58														

APP CRS	Rwy Idg	7499
124°	TDZE	4456
	Apt Elev	4456

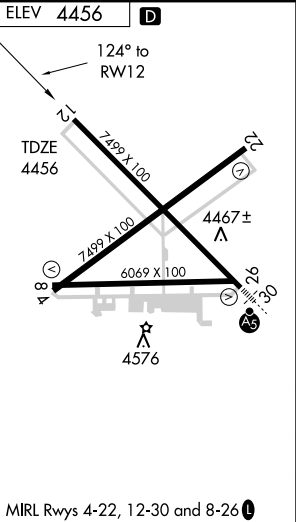
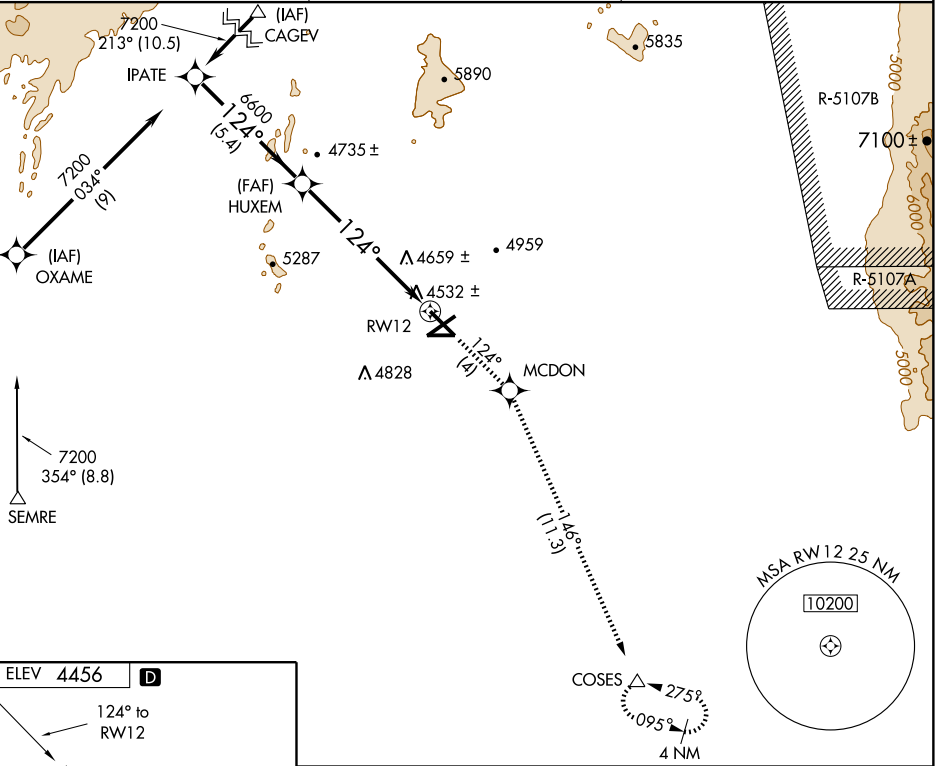
RNAV (GPS) RWY 12

LAS CRUCES INTL (LRU)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 9000 via 124° course to MCDON WP, and 146° track to COSES WP and hold.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF)
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Procedure	IPATE	HUXEM	9000	MCDON	146° track	COSES
Turn	NA		124°			
NA						
GS 3.00°	7200	6600				
TCH 55						
	5.4 NM	5 NM	1.4 NM			
CATEGORY	A	B	C	D		
GLS PA DA	NA					
LNAV/VNAV DA	4800-1¼ 344 (400-1¼)					
LNAV MDA	4940-1	484 (500-1)	4940-1¼ 484 (500-1¼)	4940-1½ 484 (500-1½)		
CIRCLING	4940-1¼	484 (500-1¼)	4940-1½ 484 (500-1½)	5020-2 564 (600-2)		

APP CRS	Rwy Idg	7499
304°	TDZE	4443
	Apt Elev	4456

RNAV (GPS) RWY 30

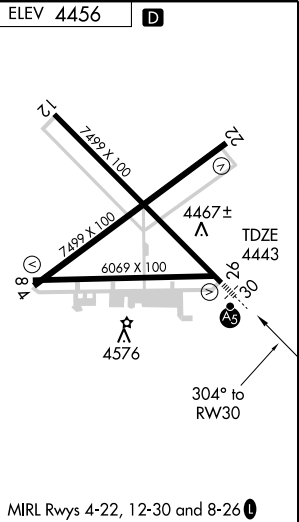
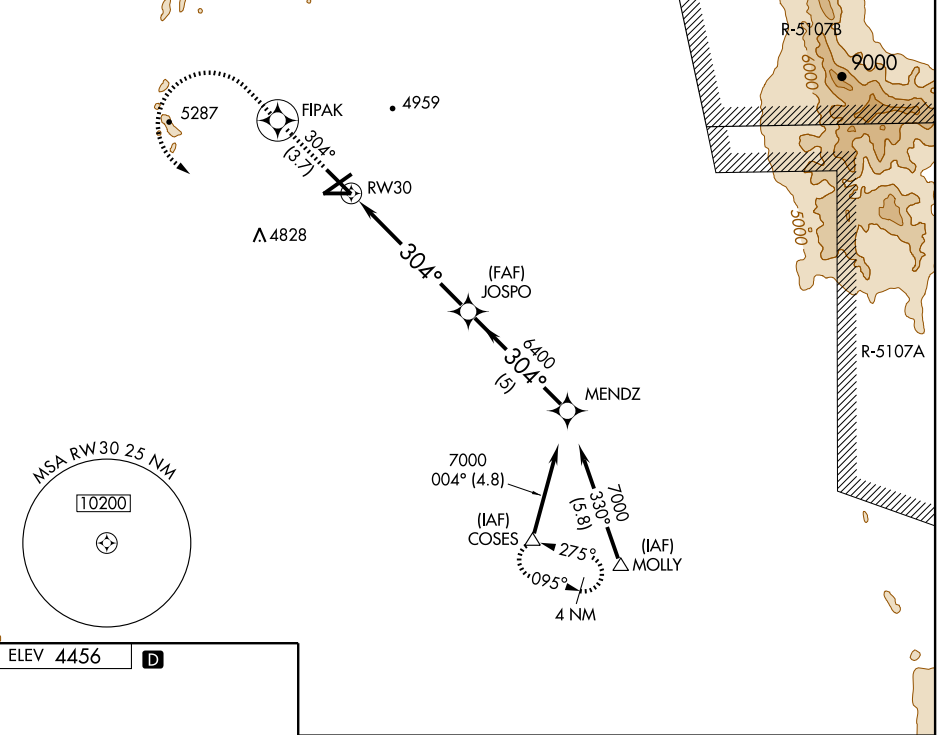
LAS CRUCES INTL (LRU)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV Cat D visibility to 1¼.
If local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 5100 via 304° course to FIPAK WP then climbing left turn to 9000 direct COSES WP and hold.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF) 0
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5100	FIPAK	9000	COSES	MENDZ
304°				
* LNAV only				
RW30				
* 1.1 NM to RW30				
JOSP0				
MENDZ				
7000				
Procedure Turn NA				
GS 3.00° TCH 47				
1.1 NM 4.8 NM 5 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4780-¾ 337 (400-¾)			
LNAV MDA	4840-½ 397 (400-½)			4840-1 397 (400-1)
CIRCLING	4940-1¼ 484 (500-1¼)		4940-1½ 484 (500-1½)	5020-2 564 (600-2)

SW-1.03 JUN 2010 to 01 JUL 2010

DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.

If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS

MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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10423

10280

7920

8415

7002±

(FAF) LUGFE

9000

(IF/IAF) GAVLY

10000 NoPT 047° (15.7)

10000 NoPT 316° (5)

10000 316° (20)

(IAF) WAMKA

ANTON CHICO ACH

RW02

FORT UNION FTI

10000 to Gavly 203° (13.8)

6 NM

ITBOW

MSA RW02 2.5 NM

13900

6 NM Holding Pattern					10000 ITBOW	
GAVLY						
10000						
VDP NA when using Santa Fe Muni Altimeter Setting.						
LUGFE					1.2 NM to RW02	
9000					3.06° TCH 40	
6.6 NM					5.3 NM	
1.2						
CATEGORY	A	B	C	D		
LNNAV MDA	7280-¾	410 (500-¾)	7280-1¼	NA		
			410 (500-1¼)			
CIRCLING	7400-1	7420-1	7420-1½	NA		
	523 (600-1)	543 (600-1)	543 (600-1½)			

ELEV 6877

6980

6915

6949±

TDZE 6870

0.63° UP

8.18 x 7.5

5.04 x 7.5

0.38° DOWN

022° to RW02

MIRL Rwy 14-32 and 2-20 0

SW-1. 03 JUN 2010 to 01 JUL 2010

▼

▲

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Santa Fe Muni
altimeter setting and increase all MDAs 200 feet.
Straight-in minimums NA when using Santa Fe Muni altimeter setting.

ODALS

MISSED APPROACH: Climb to 10000 direct
GAVLY and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX
GAVLY

10000 GAVLY

VGSI and descent angles not coincident.

ITBOW 6 NM Holding Pattern

SOPKE 1.6 NM to RW20

OVAGO

202°

022°

10000

7400*

7400*

1.6 NM

4.9 NM

6.5 NM

*7600 when using Santa Fe Muni altimeter setting.

CATEGORY	A	B	C	D
RNAV MDA	7260-3/4 393 (400-3/4)			NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1 1/2 543 (600-1 1/2)	NA

ELEV 6877

SW-1.03 JUN 2010 to 01 JUL 2010

APP CRS
319°

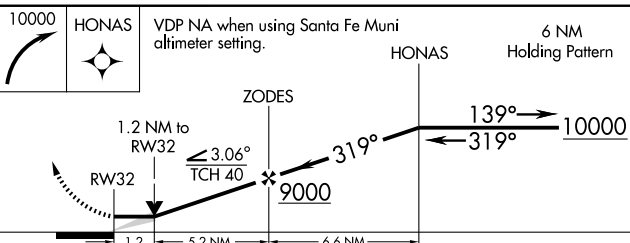
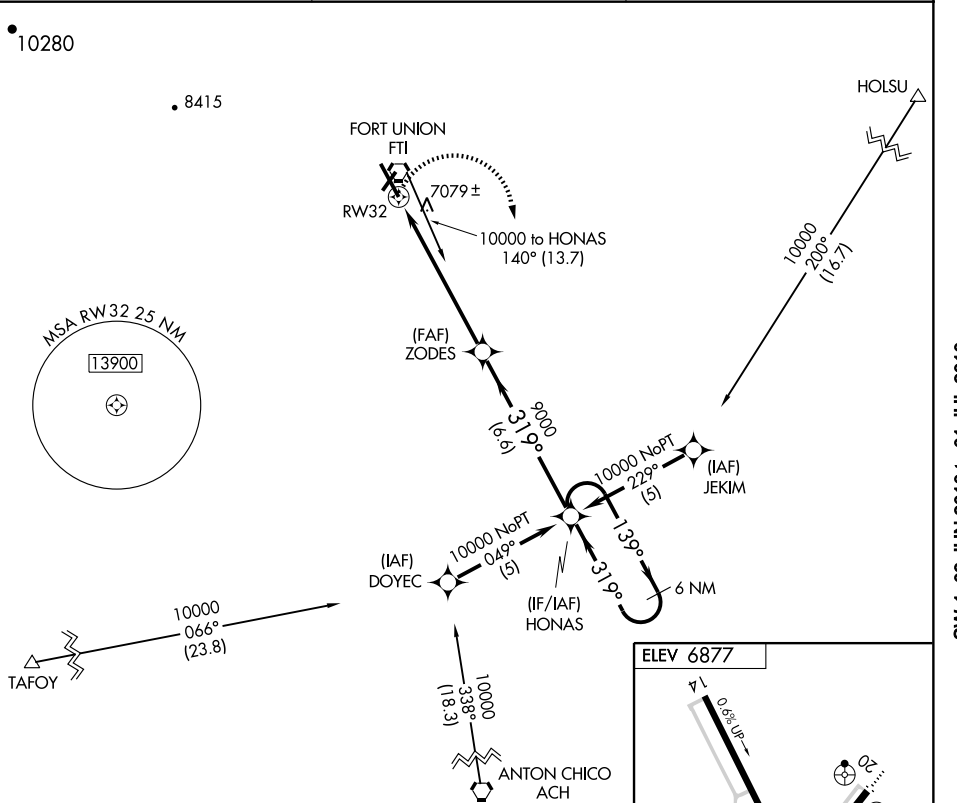
Rwy Idg
TDZE
Apt Elev

8198
6877
6877

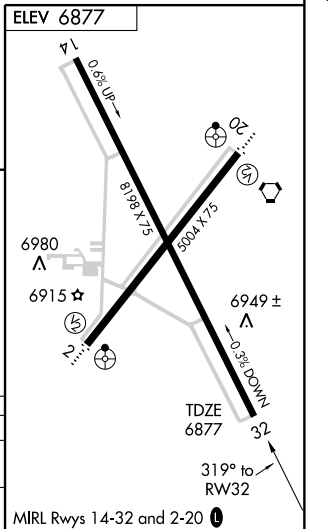
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	7320-1	443 (500-1)	7320-1½ 443 (500-1½)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA



SW-1, 03 JUN 2010 to 01 JUL 2010

VORTAC FTI	APP CRS	Rwy Idg	5004
117.3	027°	TDZE	6870
Chan 120		Apt Elev	6877

VOR RWY 2
LAS VEGAS MUNI (LV5)

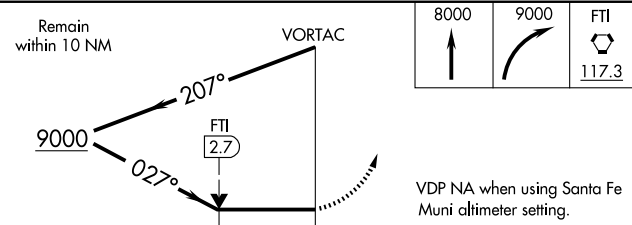
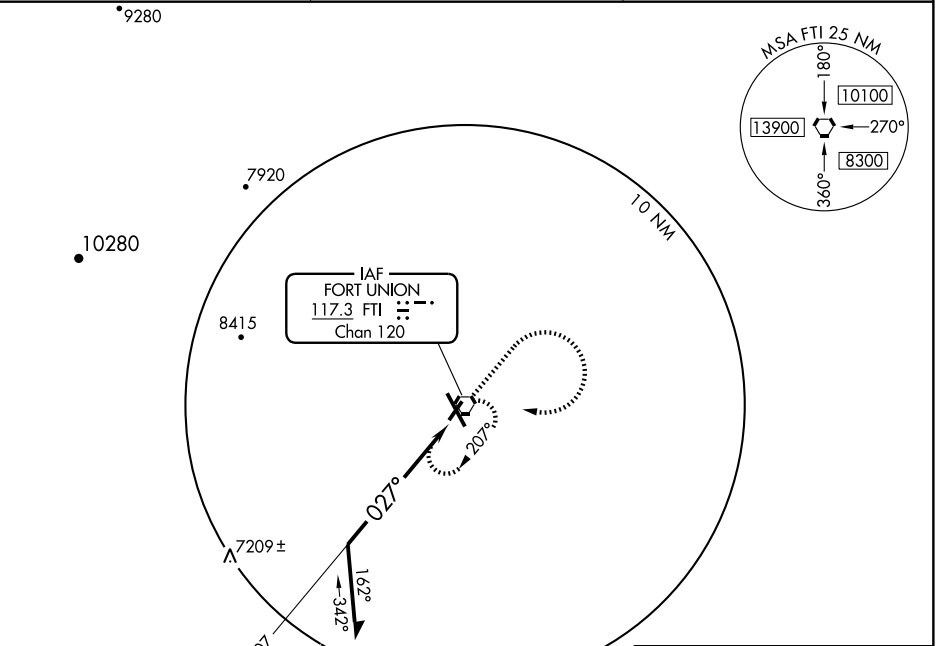
⚠ Inoperative table does not apply.

⚠ If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

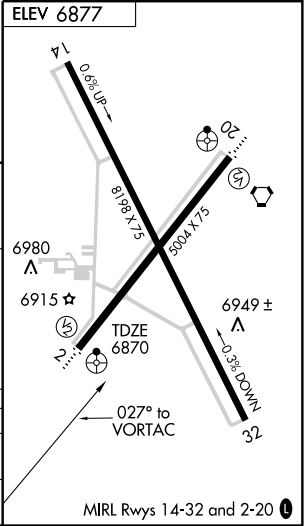
ODALS

MISSED APPROACH: Climb to 8000 then climbing right turn to 9000 direct FTI VORTAC and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	7520-1	650 (700-1)	7520-1¾ 650 (700-1¾)	NA
CIRCLING	7520-1	643 (700-1)	7520-1¾ 643 (700-1¾)	NA



VORTAC FTI <u>117.3</u> Chan 120	APP CRS 192°	Rwy Idg 5004 TDZE 6867 Apt Elev 6877
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VOR RWY 20
LAS VEGAS MUNI (LVS)

T Inoperative table does not apply.

A If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.



MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

ASOS
118.525

ALBUQUERQUE CENTER
132.8 346.35

UNICOM
122.8 (CTAF) **L**

9280

7920

10280




8415

IAF
FORT UNION
117.3 FTI
Chan 120

119+

10 NM

MSA FTI 25 NM

8000	9000	FTI
		
		117.3

VORTAC

Remain
within 10 NM

FTI

00

VDP NA when using Santa Fe Muni altimeter setting.

1.4 NM

CATEGORY	A	B	C	D
S-20	7420-1	553 (600-1)	7420-1½ 553 (600-1½)	NA
CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA

ELEV 6877

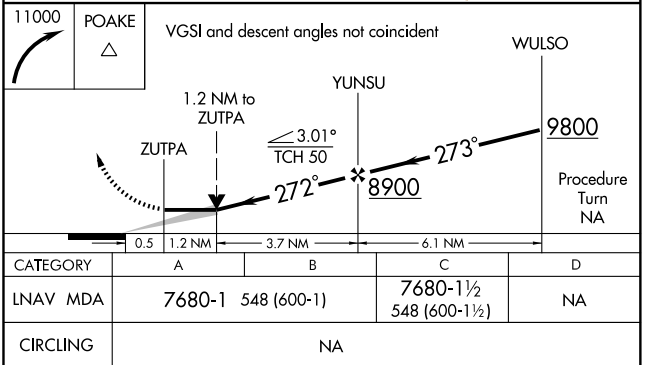
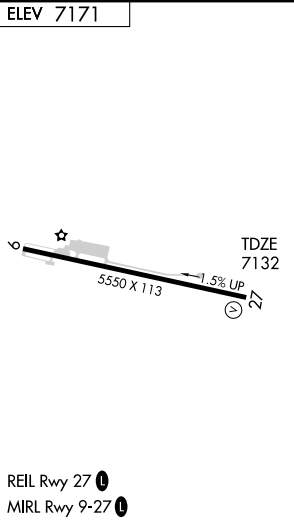
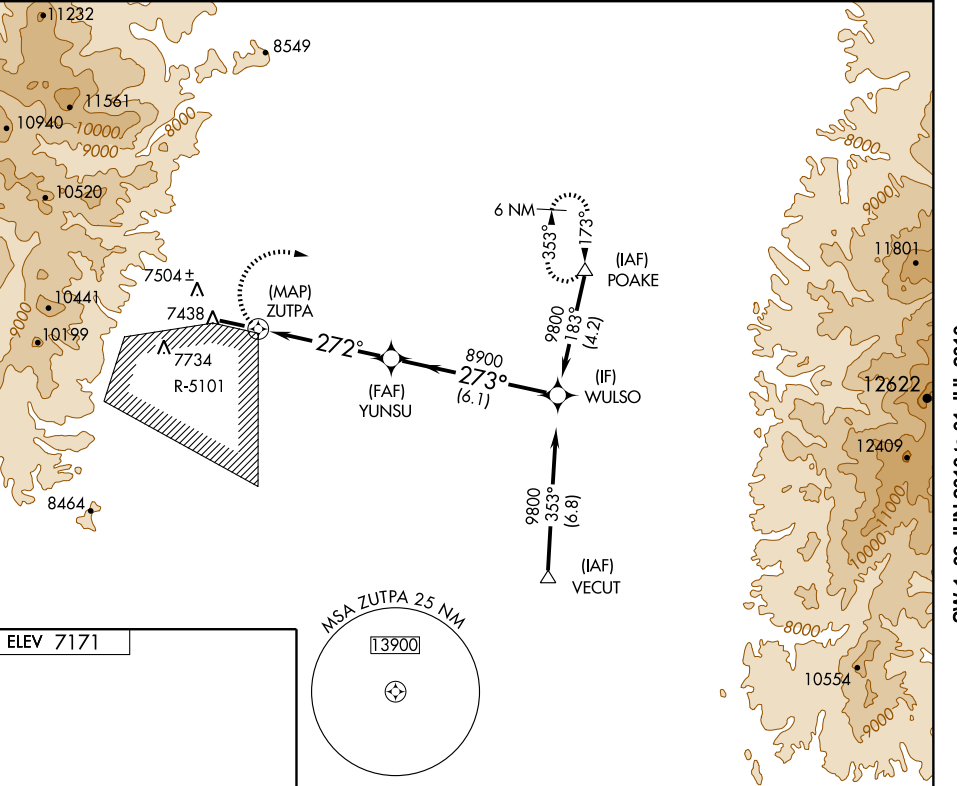
MIRL Rwy 14-32 and 2-20 **L**

NA

DME/DME RNP- 0.3 NA.
 If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 11000 direct POAKE and hold.

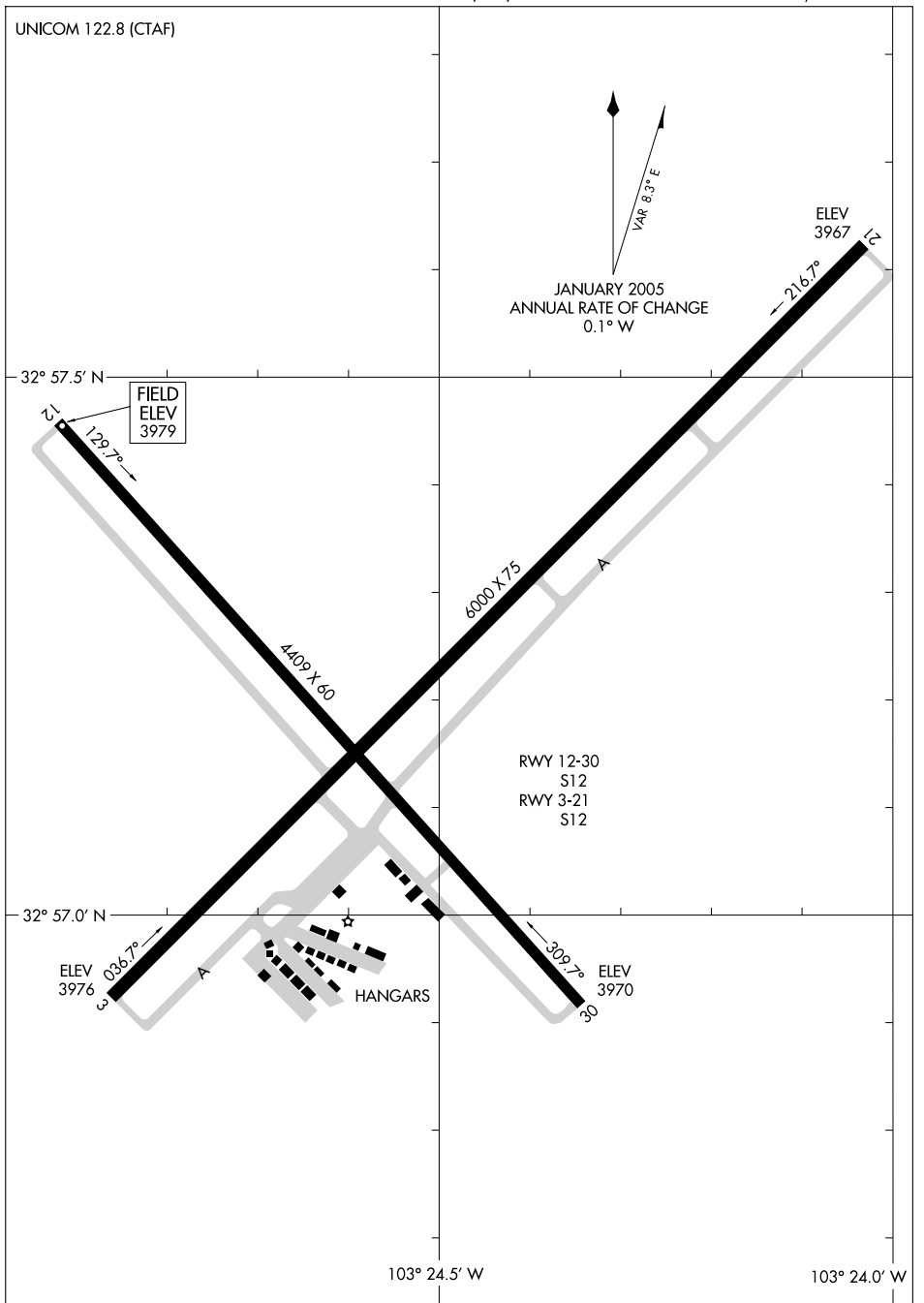
AWOS-3 124.175	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 123.0 (CTAF)
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SW-1. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

LOVINGTON/LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)
AL-6951 (FAA) LOVINGTON, NEW MEXICO



APP CRS
035°

Rwy Idg
TDZE
6000
3976

Apt Elev
3979

RNAV (GPS) RWY 3

LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E)(6)

▼

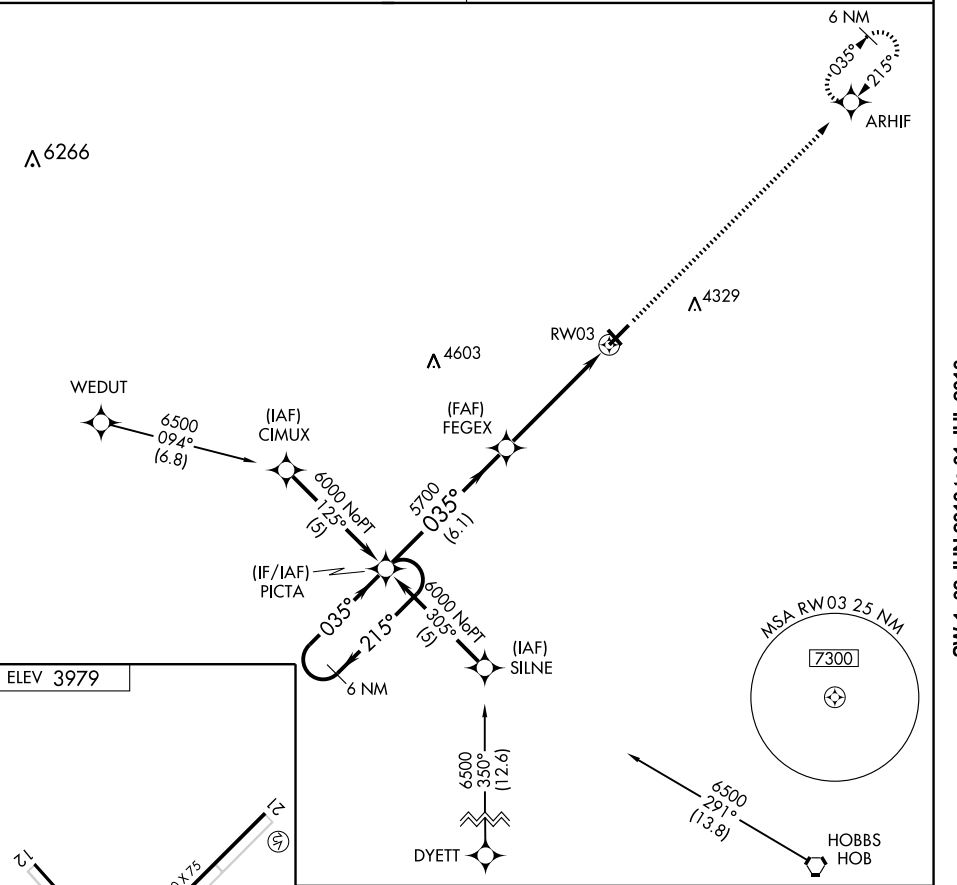
NA

DME/DME RNP- 0.3 NA.
Use Hobbs alimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

FORT WORTH CENTER
133.1 298.95

UNICOM
122.8 (CTAF) 0



ELEV 3979

4400 X 60

6000 X 75

30

TDZE 3976

035° to RW03

MRL Rwy 3-21 and 12-30 0

6 NM Holding Pattern

PICTA

FEGEX

6000

ARHIF

6.1 NM

5.2 NM

3.05° TCH 42

RW03


CATEGORY	A	B	C	D
LNAV MDA	4560-1	584 (600-1)	4560-1½ 584 (600-1½)	NA
CIRCLING	4600-1	621 (700-1)	4600-1¾ 621 (700-1¾)	NA

SW-1. 03 JUN 2010 to 01 JUL 2010


APP CRS	Rwy Idg	6000
215°	TDZE	3972
	Apt Elev	3979

RNAV (GPS) RWY 21

LOVINGTON/ LEA COUNTY- ZIP FRANKLIN MEMORIAL (E06)



DME/DME RNP- 0.3 NA.

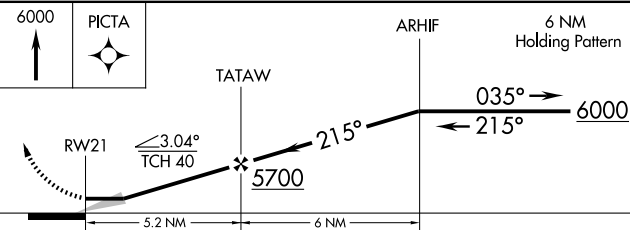
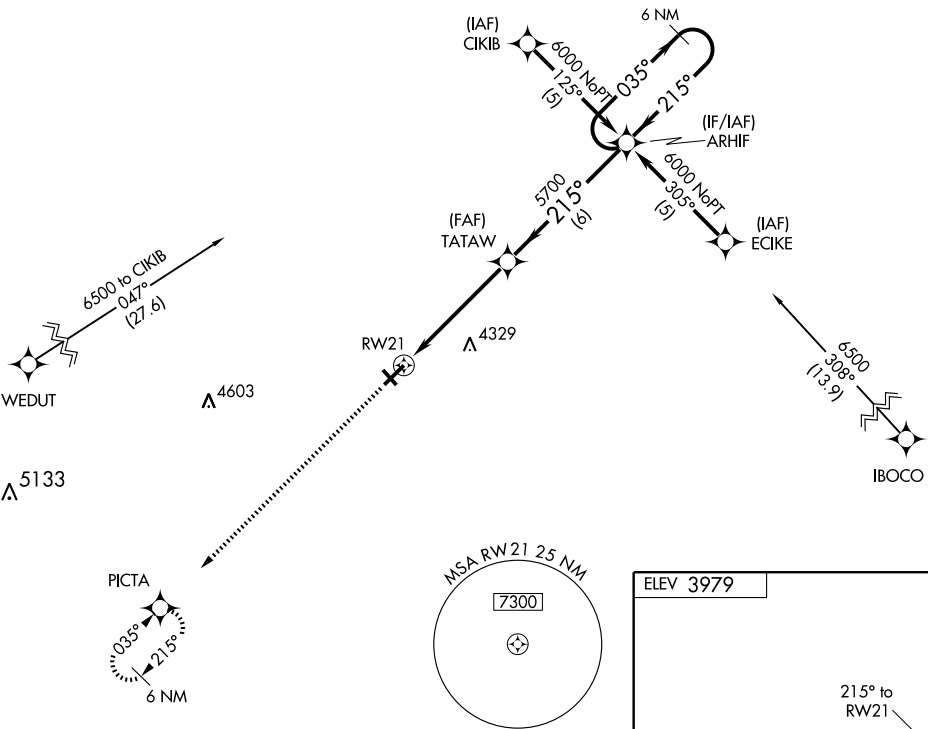


Use Hobbs altimeter setting, when not received, procedure NA.

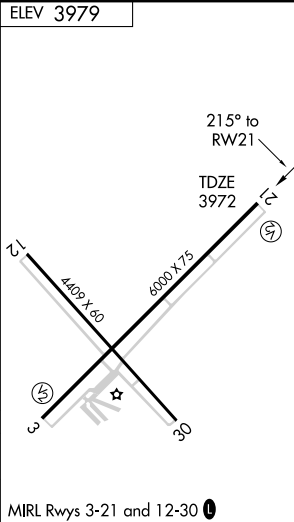
MISSED APPROACH: Climb to 6000 direct PICTA and hold.

FORT WORTH CENTER
133.1 298.95

UNICOM
122.8 (CTAF) 



CATEGORY	A	B	C	D
RNAV MDA	4540-1	568 (600-1)	4540-1½ 568 (600-1½)	NA
CIRCLING	4600-1	621 (700-1)	4600-1¾ 621 (700-1¾)	NA



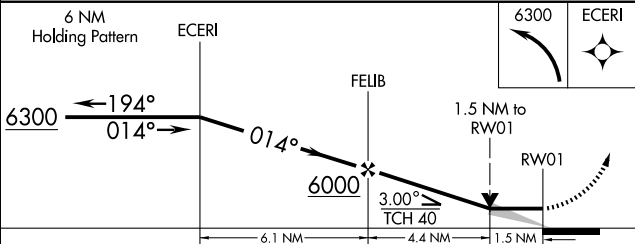
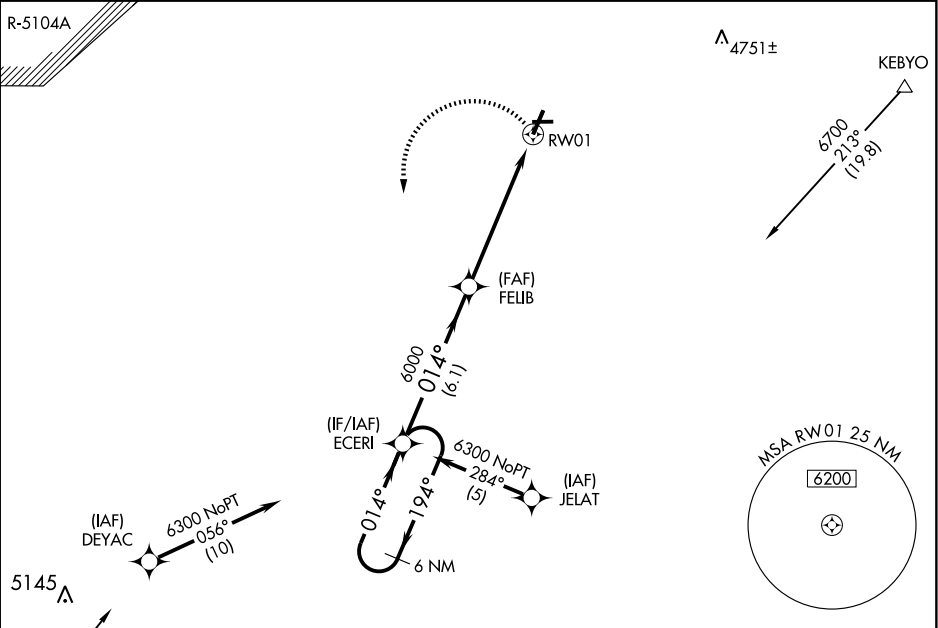
SW-1, 03 JUN 2010 to 01 JUL 2010

⚠

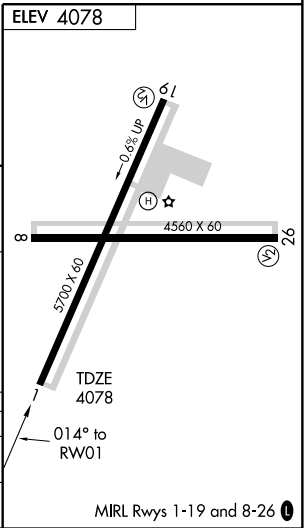
DME/DME RNP- 0.3 NA.
VDP NA when using Clovis Muni altimeter setting.
If local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.

AWOS-3 118.175	CANNON APP CON 121.05 352.1	CANNON CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA
CIRCLING	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA



GPS RWY 2

RATON MUNI/CREWS FIELD (RTN)

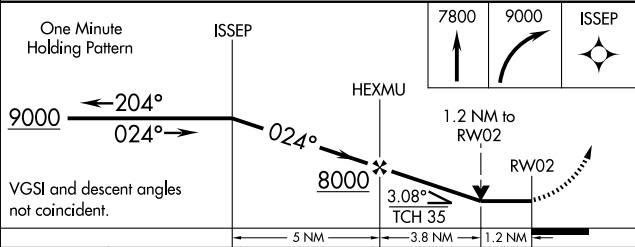
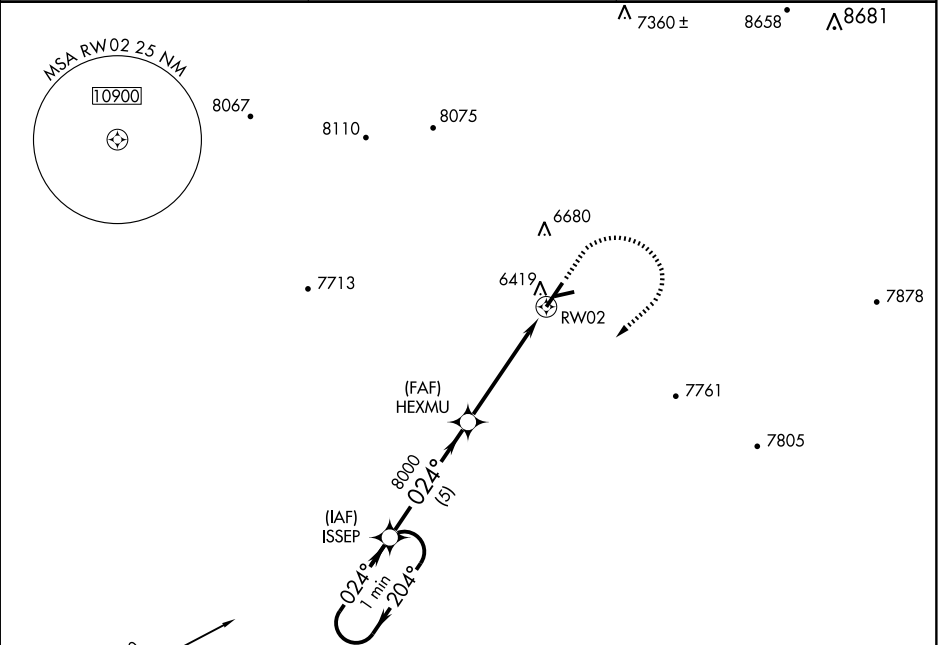
APP CRS	Rwy Idg	6328
024°	TDZE	6346
	Apt Elev	6352

**NA**

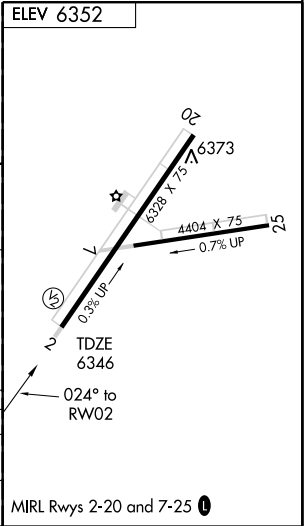
Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7800 then climbing right turn to 9000 direct ISSEP WP and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0 *
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CATEGORY	A	B	C	D
S-2	6740-1	394 (400-1)	6740-1¼ 394 (400-1¼)	6740-1¼ 394 (400-1¼)
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)



SW-1. 03 JUN 2010 to 01 JUL 2010

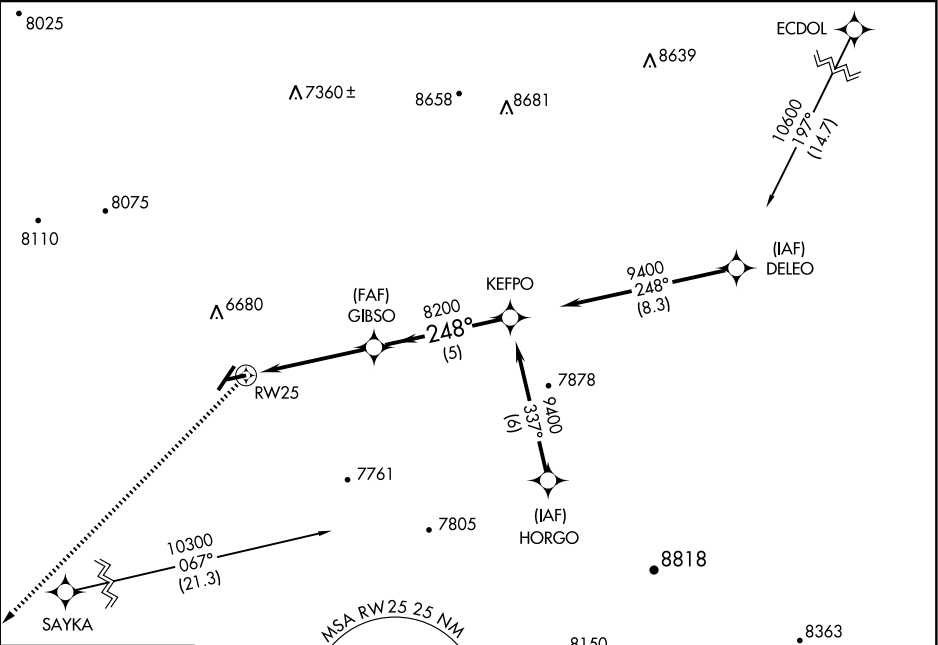
▼

▲NA

Cat. D circling not authorized west of Rwy 2-20.

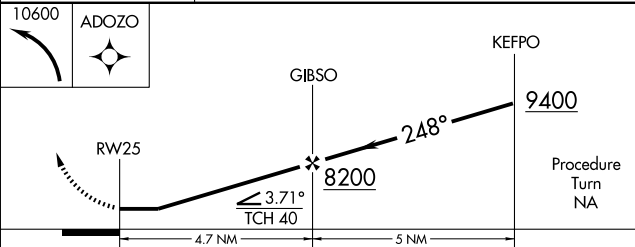
MISSED APPROACH: Climbing left turn to 10600 direct ADOZO WP and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0*
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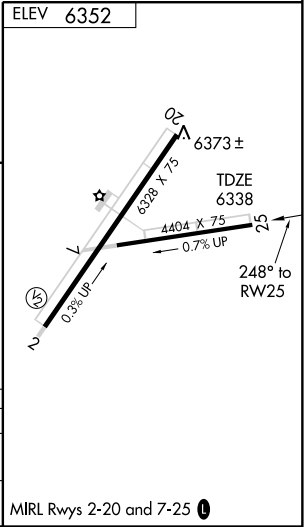


MISSED APCH FIX

ADOZO 214° 034°



CATEGORY	A	B	C	D
S-25	6640-1 302 (300-1)			
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)



MIRL Rwy 2-20 and 7-25 0

NDB RWY 2

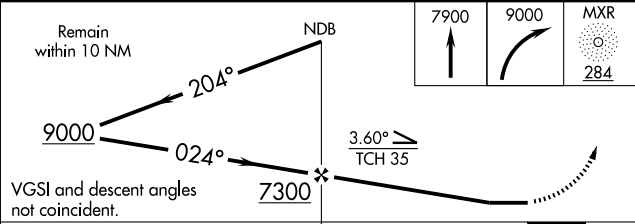
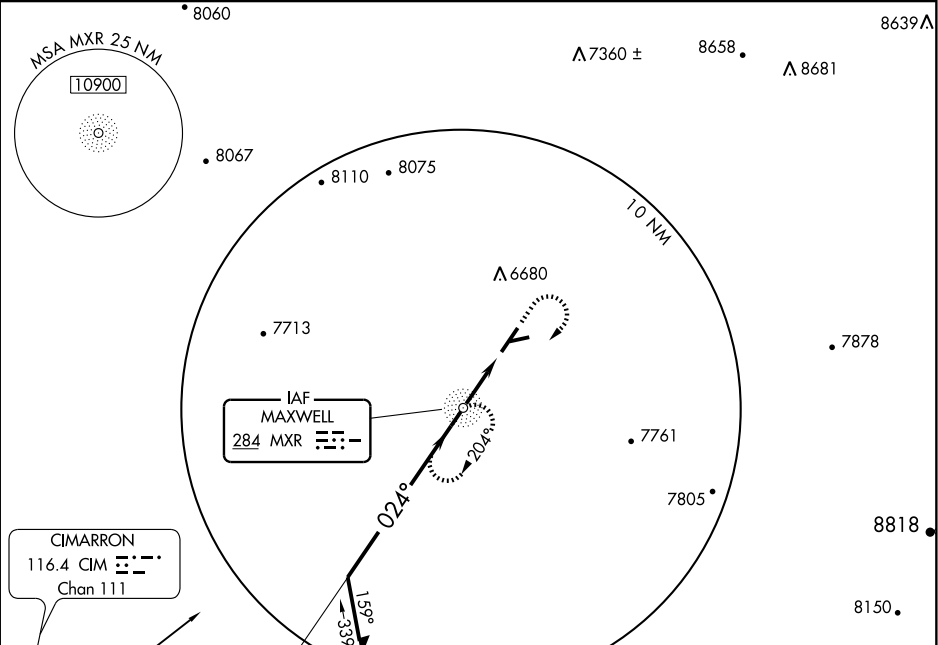
RATON MUNI/CREWS FIELD (RTN)

NDB MXR	APP CRS	Rwy ldg	6328
284	024°	TDZE	6346
		Apt Elev	6352

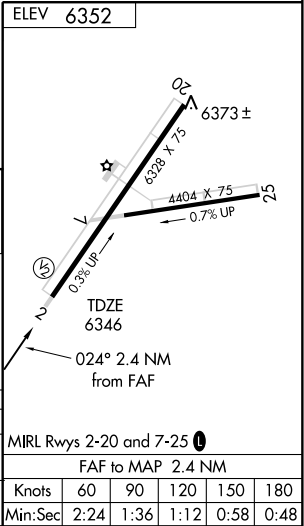
NA Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7900 then climbing right turn to 9000 direct MXR NDB and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0★
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CATEGORY	A	B	C	D
S-2	6720-1	374 (400-1)	6720-1 ¼	374 (400-1 ¼)
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1 ½ 528 (600-1 ½)	6920-2 568 (600-2)



VORTAC CIM	APP CRS	Rwy Idg	6328
116.4	037°	TDZE	6346
Chan 111		Apt Elev	6352

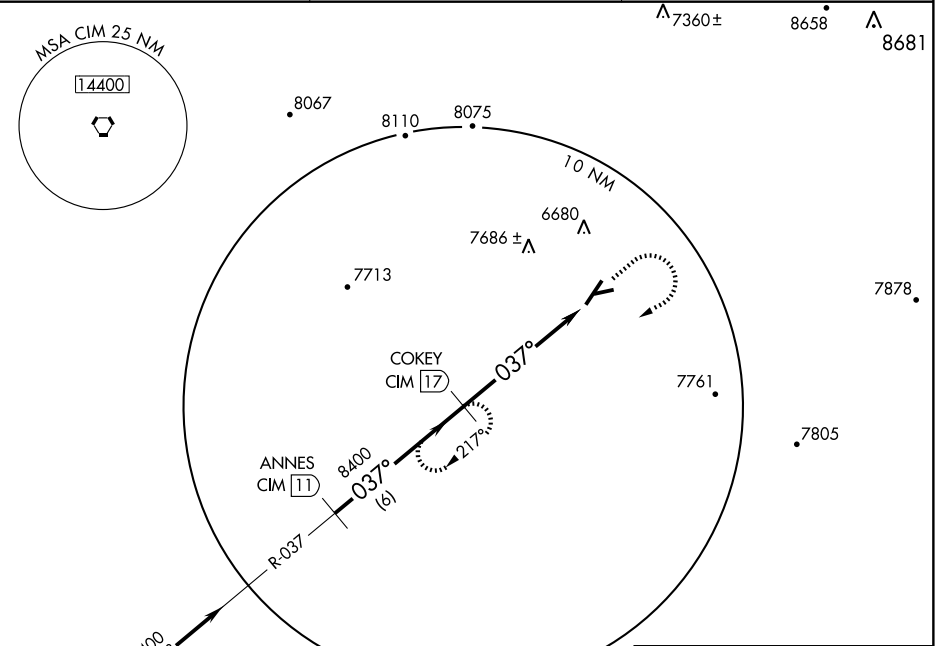
VOR/DME RWY 2

RATON MUNI/CREWS FIELD (RTN)

Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7900 then climbing right turn to 9200 via CIM R-037 to COKEY 17 DME and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0*
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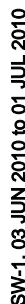
ELEV 6352

	ANNES CIM 11	COKEY CIM 17	7900	9200 CIM R-037	COKEY CIM 17
Procedure	9400	8400			
Turn					
NA					
	6 NM	5.7 NM			

CATEGORY	A	B	C	D
S-2	7720-1¼ 1374 (1400-1¼)	7720-1½ 1374 (1400-1½)	7720-3	1374 (1400-3)
CIRCLING	7720-1¼ 1368 (1400-1¼)	7720-1½ 1368 (1400-1½)	7720-3	1368 (1400-3)

MIRL Rwy 2-20 and 7-25 0

SW-1. 03 JUN 2010 to 01 JUL 2010



LOC I-ROW 109.9 Chan 36	APCH CRS 215°	Rwy Idg 13,001 TDZE 3632 Arpt Elev 3669
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JAL-354 [USAF]

ROSWELL INTL AIR CENTER (KROW)

T *When ALS inop, increase CAT D vis to 1/4 miles and CAT E vis to 1 1/2 miles.
USE I-ROW DME WHEN ON LOCALIZER COURSE.

MALSR
A₅

MISSED APPROACH: Climb to 4300 then climbing right turn to 6500 direct CME VORTAC.

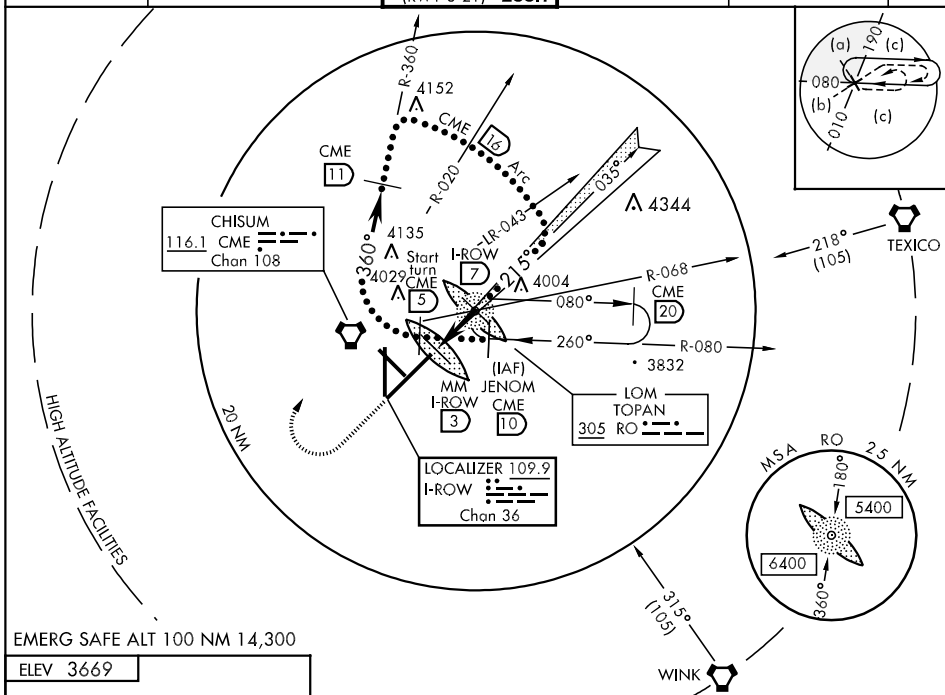
ATIS	ROSWELL APP CON
128.45 306.2	119.60* (RWY 17-35) 239.0

ROSWELL TOWER ★
118.5 (CTAF) L ★
(RWY 3, 21) 233.7

CLNC DEL
132.875 282.25

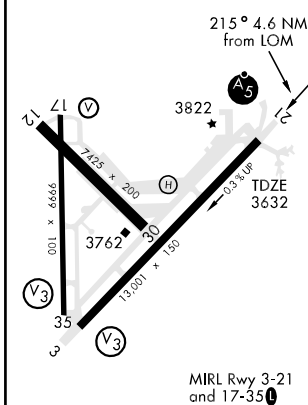
GND CON
121.9 348.6

ASR

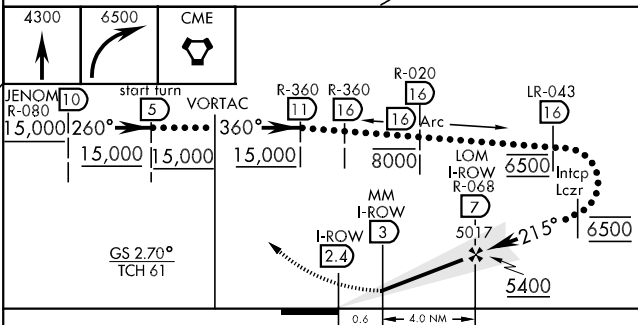


EMERG SAFE ALT 100 NM 14,300

ELEV 3669



MIRL Rwy 3-21
and 17-35 **L**



CATEGORY	C	D	E
S-ILS 21	3837-1/2	205	(200-1/2)
S-LOC 21	4000-1/2 368 (400-1/2)	4000-3/4	368 (400-3/4)
CIRCLING	4140-1 1/2 471 (500-1 1/2)	4220-2 551 (600-2)	4380-2 1/2 711 (800-2 1/2)
S-ASR 21 *	4040-3/4 408 (400-3/4)	4040-1	408 (400-1)

ROSWELL, NEW MEXICO

33°18'N-104°32'W

ROSWELL INTL AIR CENTER (KROW)

Amdt 7 06243

14 JUN 01 01

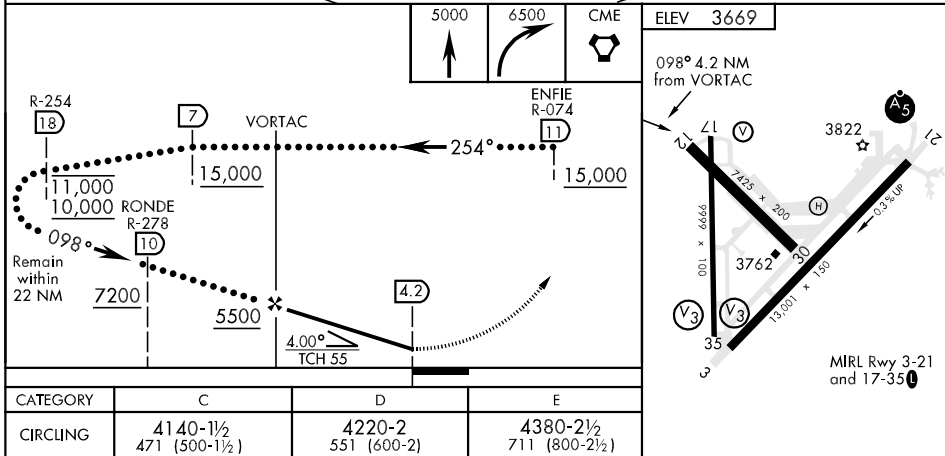
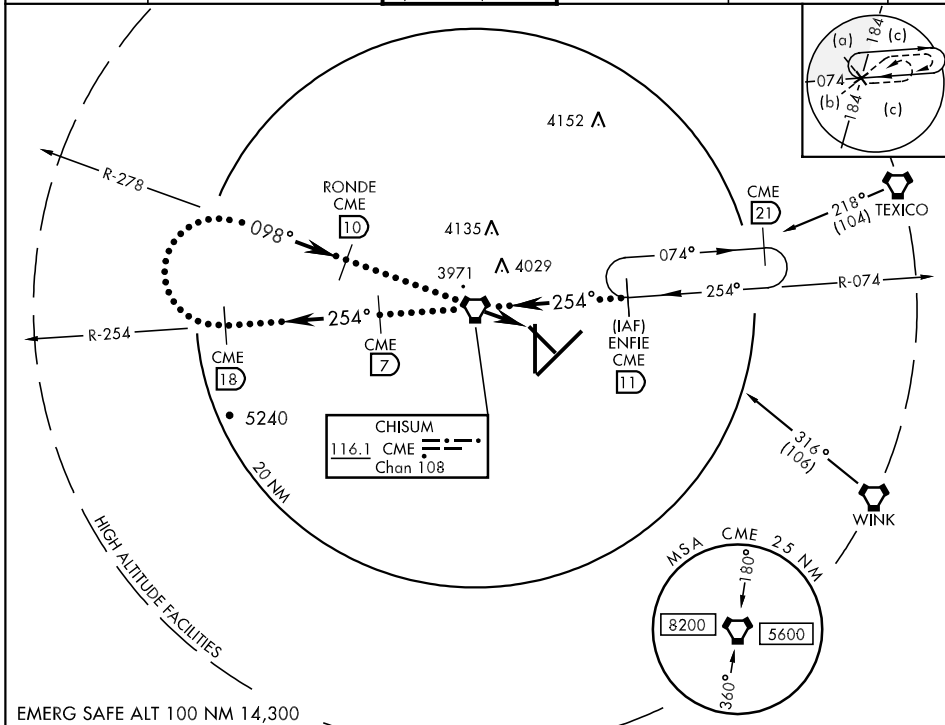
VORTAC CME 116.1 Chan 108	APCH CRS 098°	Rwy ldg TDZE Arpt Elev 3669	N/A N/A
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JAL-354 [USAF]

ROSWELL INTL AIR CENTER (KROW)

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct CME VORTAC	
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ATIS 128.45 306.2	ROSWELL APP CON 119.60 * (RWY 17-35) 239.0	ROSWELL TOWER ★ 118.5 (CTAF) 0 ★ (RWY 3-21) 233.7	CLNC DEL 132.875 282.25	GND CON 121.9 348.6	ASR
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LOC/DME I-ROW <u>109.9</u> Chan 36	APP CRS 215°	Rwy Idg 13001 TDZE 3632 Apt Elev 3669
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ILS RWY 21
ROSWELL INTL AIR CENTER (ROW)



MALSR



MISSED APPROACH: Climb to 4300 then climbing right turn to 6000 direct CME VORTAC and hold.

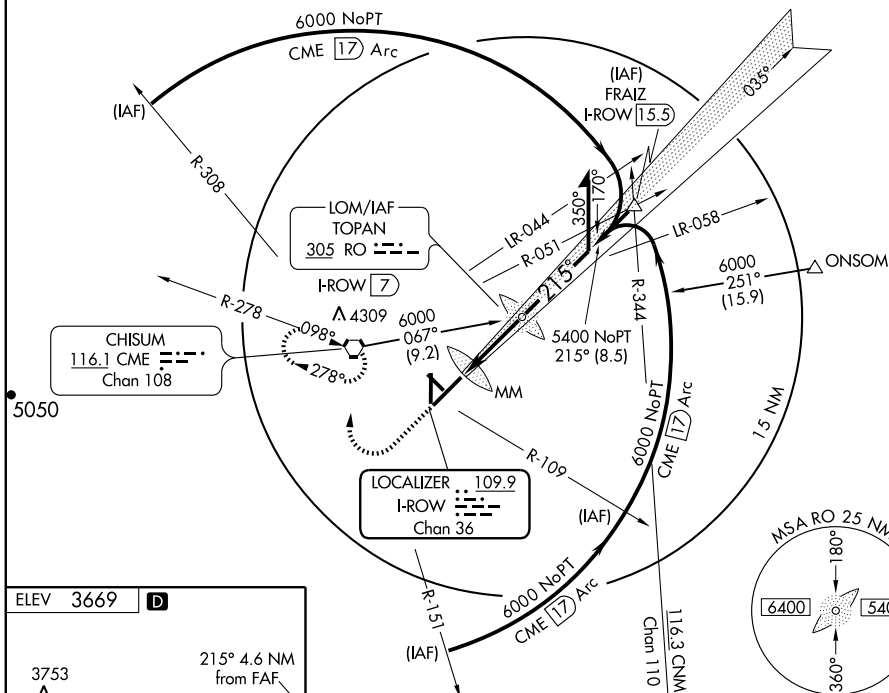
ATIS
128.45 306.2

ROSWELL APP CON★
119.6 239.0

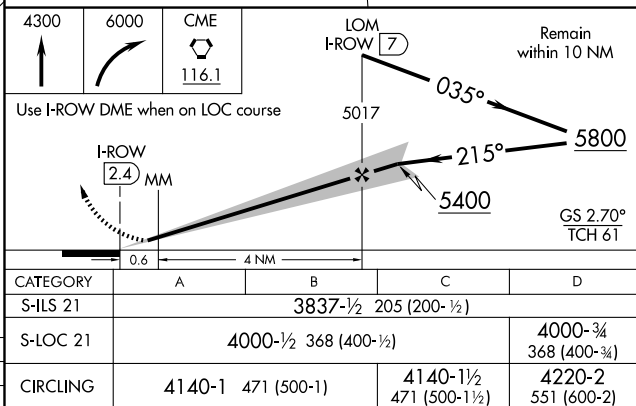
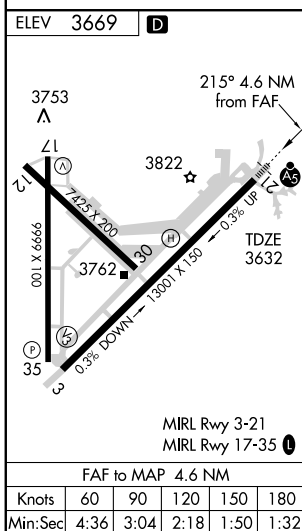
ROSWELL TOWER ★
118.5 (CTAF) **L** 233.7

GND CON
121.9 348.6

CLNC DEL
132.875 282.25

UNICOM
122.95

SW-1. 03 JUN 2010 to 01 JUL 2010



LOC/DME I-ROW 109.9 Chan 36	APP CRS 035°	Rwy Idg 13001 TDZE 3665 Apt Elev 3669
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LOC BC RWY 3
ROSWELL INTL AIR CENTER (ROW)



MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

ATIS
128.45 306.2

ROSWELL APP CON★
119.6 239.0

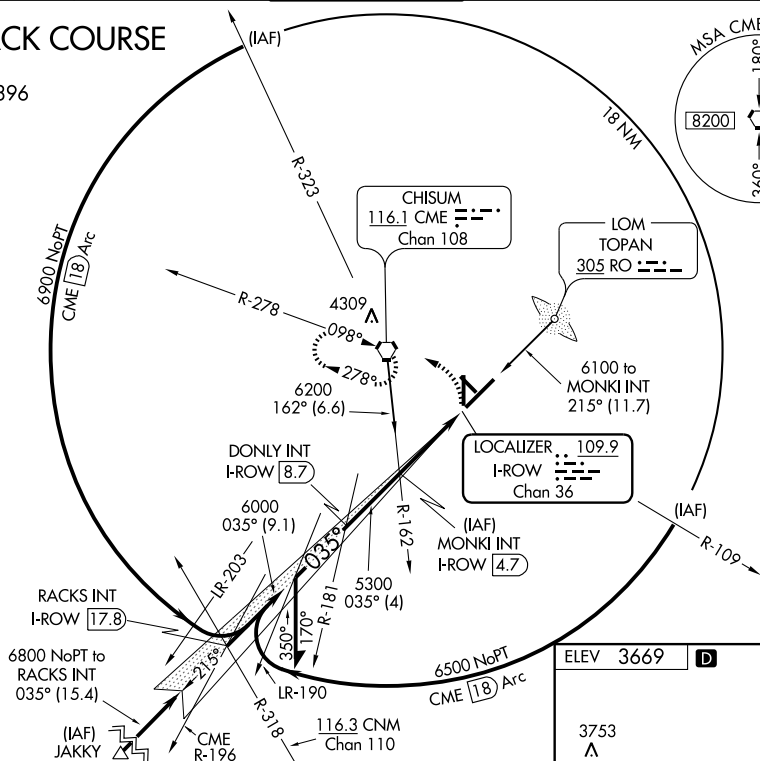
ROSWELL TOWER ★
118.5 (CTAF) **L** 233.7

GND CON
121.9 348.6

CLNC DEL
132-875 282-25UNICOM
122.95


BACK COURSE

5396



Remain
within 10 NM

MONKI INT
I-ROW 4.7

6000	CME
	
	116.7

6000

215°
ONLY INT
I-ROW 8.7

I-ROW 8.7

35° →
5300

$\frac{3.00^\circ}{\text{TCH } 50}$

Use I-ROW DME when on
localizer course.

Disregard glide slope indications.

CATEGORY	A	B	C	D
S-3	4100-1	435 (500-1)	4100-1¼ 435 (500-1¼)	4100-1½ 435 (500-1½)
CIRCLING	4140-1	471 (500-1)	4140-1½ 471 (500-1½)	4220-2 551 (600-2)

ELEV 3669

3753
A

3822 ☆

96

999 X 10

30 (H) X 150

00

13001

④

35 3

035
from

MIR
MIR

MAP 4.2

Knots
Min:Sec

90	120
:48	2:0

L Rwy 3-2
Pages 17-

2 NM

0	150
6	1:41

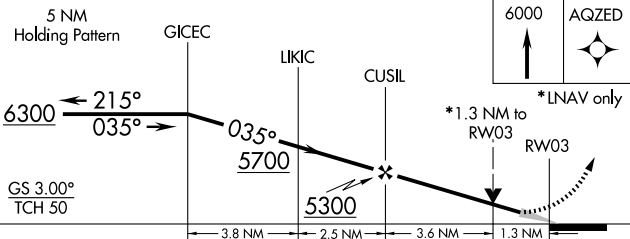
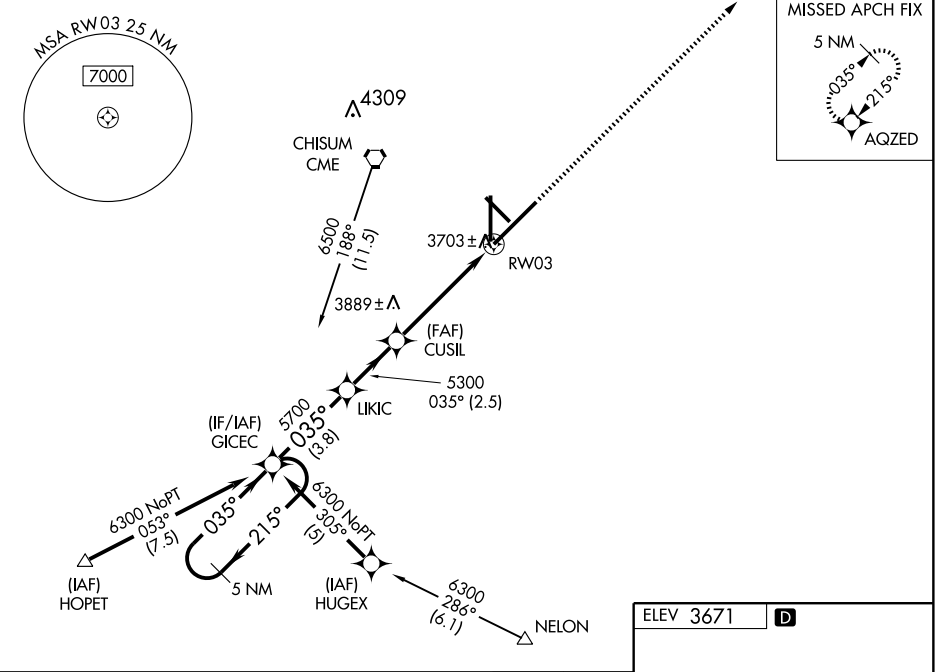
WAAS CH 50202 W03A	APP CRS 035°	Rwy Idg 13001 TDZE 3667 Apt Elev 3671
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RNAV (GPS) RWY 3
ROSWELL INTL AIR CENTER (ROW)

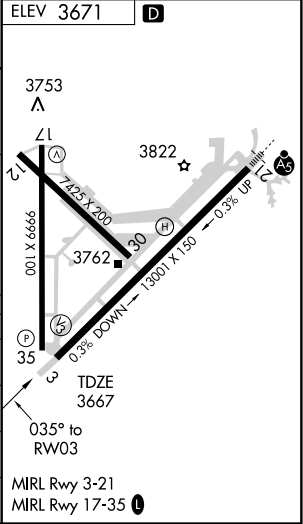
⚠ DME/DME RNP-0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
ASR If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct AQZED and hold.

ATIS 128.45 306.2	ROSWELL APP CON ★ 119.6 239.0	ROSWELL TOWER ★ 118.5 (CTAF) 0 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	3917-3/4 250 (300-3/4)			
LNAV/VNAV DA	3987-1 320 (400-1)			
LNAV MDA	4140-1 473 (500-1)	4140-1 1/4 473 (500-1 1/4)	4140-1 1/2 473 (500-1 1/2)	
CIRCLING	4140-1 469 (500-1)	4140-1 1/2 469 (500-1 1/2)	4240-2 569 (600-2)	



WAAS CH 65702 W17A	APP CRS 170°	Rwy Idg 9999 TDZE 3666 Apt Elev 3671
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RNAV (GPS) RWY 17
ROSWELL INTL AIR CENTER (ROW)

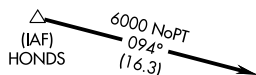
DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).

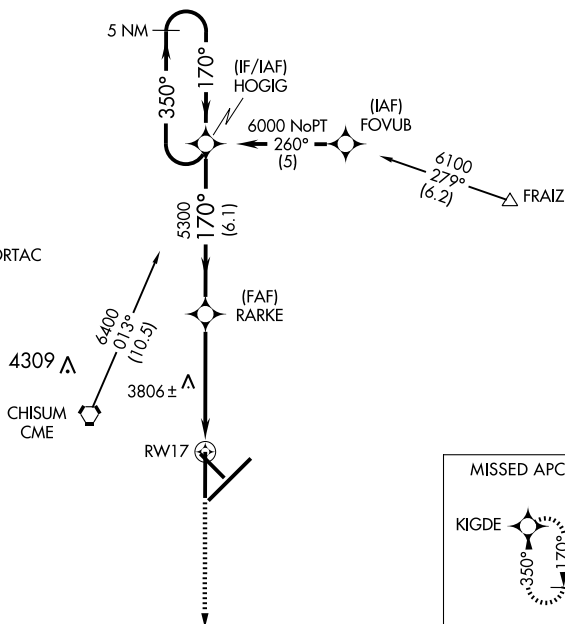
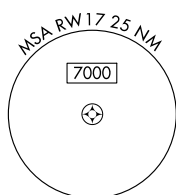
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

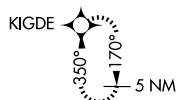
ATIS 128.45 306.2	ROSWELL APP CON★ 119.6 239.0	ROSWELL TOWER★ 118.5 (CTAF) 0 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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Procedure NA for arrivals at CME VORTAC
on airway radials 313 CW 073.



MISSED APCH FIX

[illegible]

6000

KIGDE

*LNAV only

*1.3 NM to RW17

RW17

1.3 NM

3.6 NM

6.1 NM

5300

170°

350°

170°

6000

GS 3.00°
TCH 50

HOGIG

5 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	3916- ³ / ₄ 250 (300- ³ / ₄)			
LNAV/VNAV DA	4003-1 ¹ / ₄ 337 (400-1 ¹ / ₄)			
LNAV MDA	4120-1	454 (500-1)	4120-1 ¹ / ₄ 454 (500-1 ¹ / ₄)	4120-1 ¹ / ₂ 454 (500-1 ¹ / ₂)
CIRCLING	4140-1 ¹ / ₄	469 (500-1 ¹ / ₄)	4140-1 ¹ / ₂ 469 (500-1 ¹ / ₂)	4240-2 569 (600-2)

WAAS CH 69302 W21A	APP CRS 215°	Rwy Idg 13001 TDZE 3633 Apt Elev 3671
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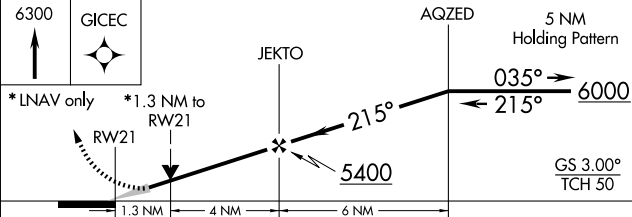
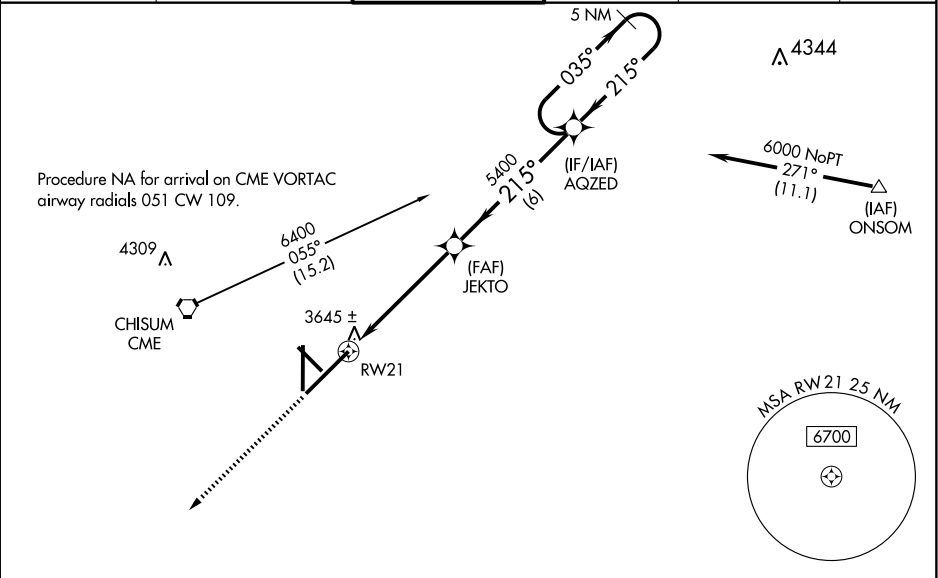
RNAV (GPS) RWY 21
ROSWELL INTL AIR CENTER (ROW)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to 1.

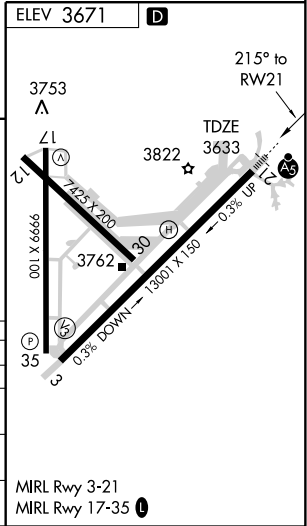
MALSR

MISSED APPROACH: Climb to 6300 direct GICEC and hold.

ATIS 128.45 306.2	ROSWELL APP CON ★ 119.6 239.0	ROSWELL TOWER ★ 118.5(CTAF) 0 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	3899-1/2 266 (300-1/2)			
LNAV/VNAV DA	3981-3/4 348 (400-3/4)			
LNAV MDA	4080-1/2 447 (500-1/2)		4080-3/4 447 (500-3/4)	4080-1 447 (500-1)
CIRCLING	4140-1/4 469 (500-1/4)		4140-1/2 469 (500-1/2)	4240-2 569 (600-2)



WAAS CH 70402 W35A	APP CRS 350°	Rwy Idg 9999 TDZE 3671 Apt Elev 3671
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RNAV (GPS) RWY 35
ROSWELL INTL AIR CENTER (ROW)

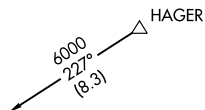
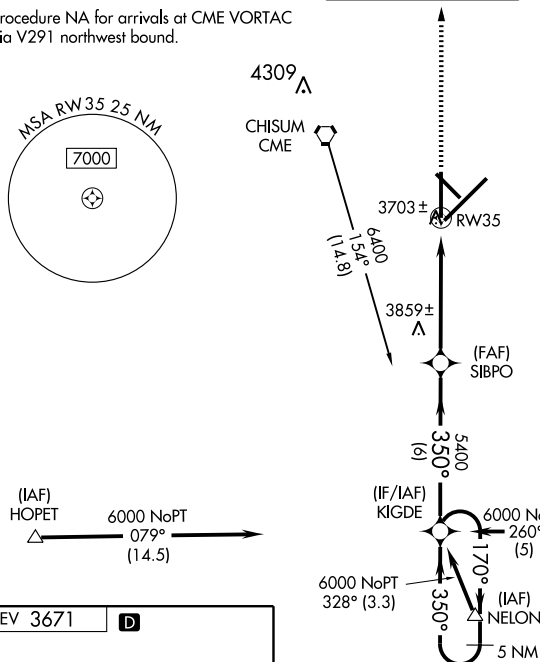
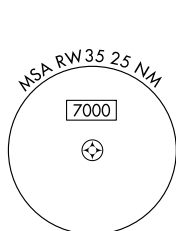
	DME/DME RNP-0.3 NA.
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
ASR	If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) 0 233.7	121.9 348.6	132.875 282.25	122.95

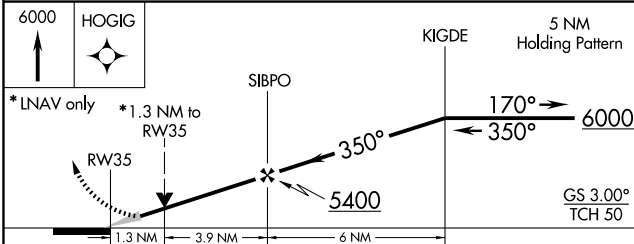
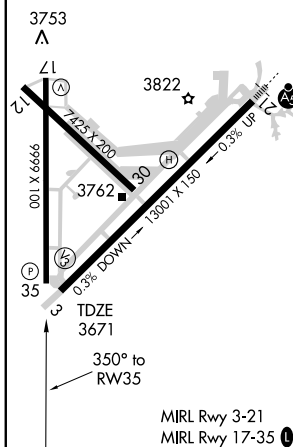
Procedure NA for arrivals at CME VORTAC
via V291 northwest bound.

MISSED APCH FIX



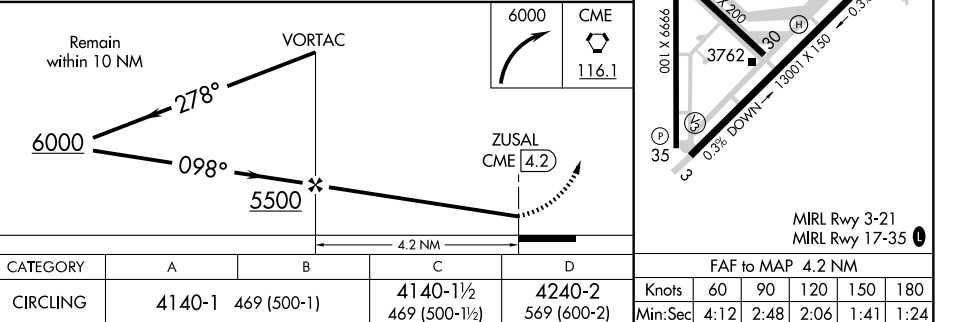
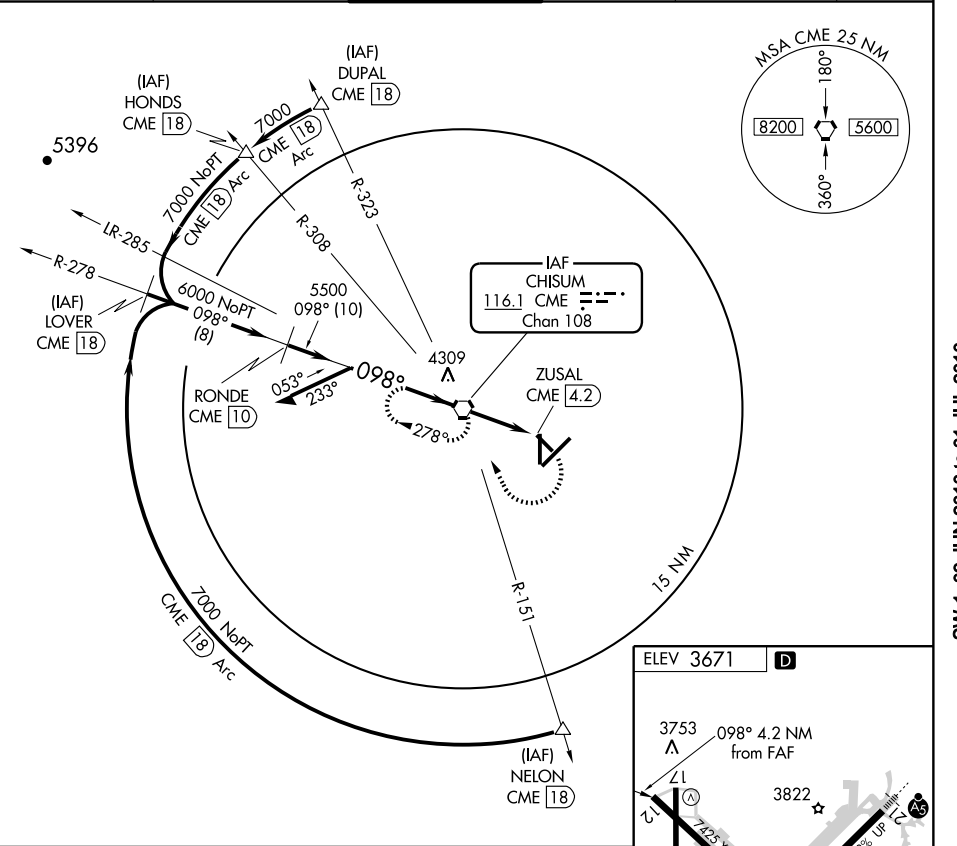
ELEV 3671

D



CATEGORY	A	B	C	D
LPV DA	3921-3 ³ / ₄ 250 (300-3 ³ / ₄)			
LNAV/ VNAV DA	3953-1 282 (300-1)			
LNAV MDA	4120-1 449 (500-1)	4120-1 ¹ / ₄ 449 (500-1 ¹ / ₄)	4120-1 ¹ / ₂ 449 (500-1 ¹ / ₂)	
CIRCLING	4140-1 469 (500-1)	4140-1 ¹ / ₂ 469 (500-1 ¹ / ₂)	4240-2 569 (600-2)	

ASR		If local altimeter setting not received, procedure NA.		MISSED APPROACH: Climbing right turn to 6000 direct CME VORTAC and hold.			
ATIS 128.45 306.2		ROSSELL APP CON★ 119.6 239.0		ROSSELL TOWER★ 118.5(CTAF) 0 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95



GPS RWY 24

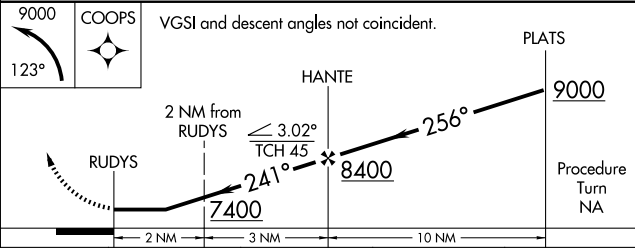
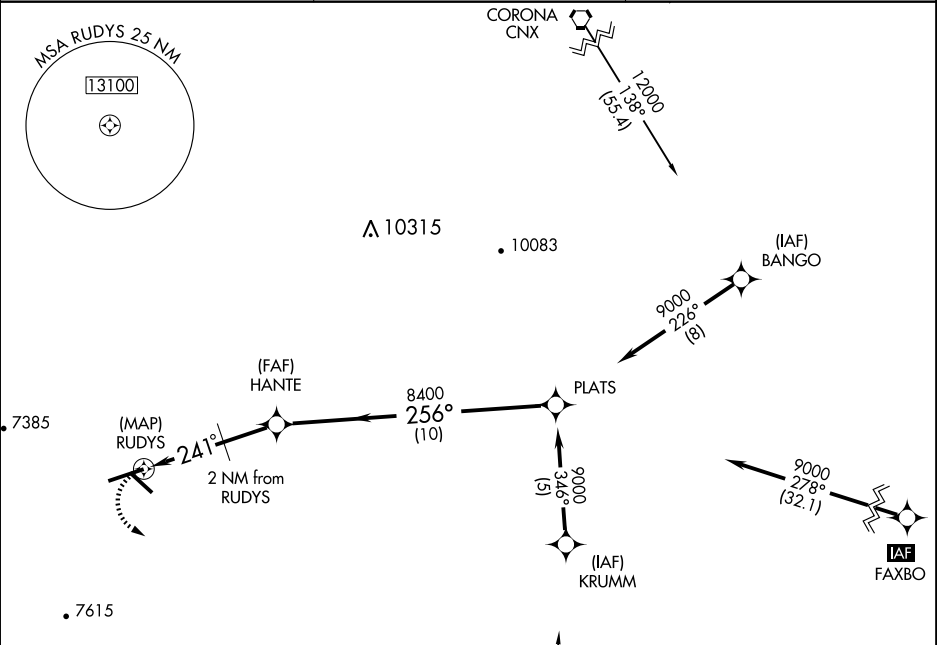
RUIDOSO/ SIERRA BLANCA RGNL (SRR)

APP CRS 241°	Rwy Idg TDZE Apt Elev	8099 6768 6811
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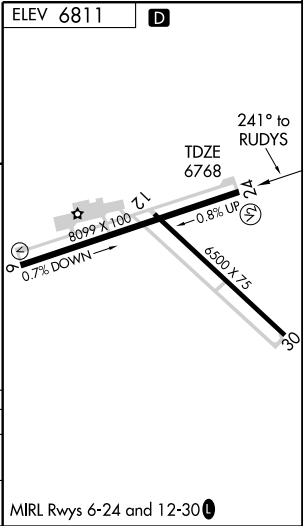
If local altimeter setting not received, procedure not authorized.
ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 9000 via 123° course to COOPS WP and hold.

AWOS-3 126.475	ALBUQUERQUE CENTER 132.65 257.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-24	7200-1	432 (500-1)	7200-1¼ 432 (500-1¼)	7200-1½ 432 (500-1½)
CIRCLING	7240-1 429 (500-1)	7300-1 489 (500-1)	7320-1½ 509 (600-1½)	7440-2 629 (700-2)



MIRL Rwy 6-24 and 12-30

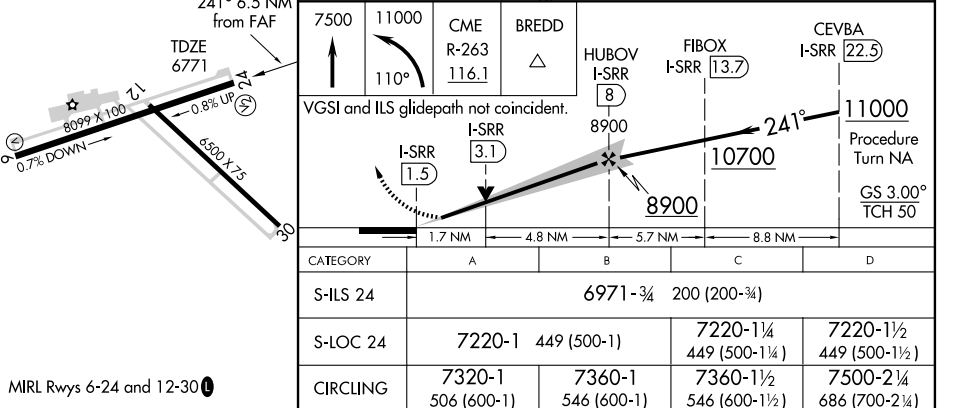
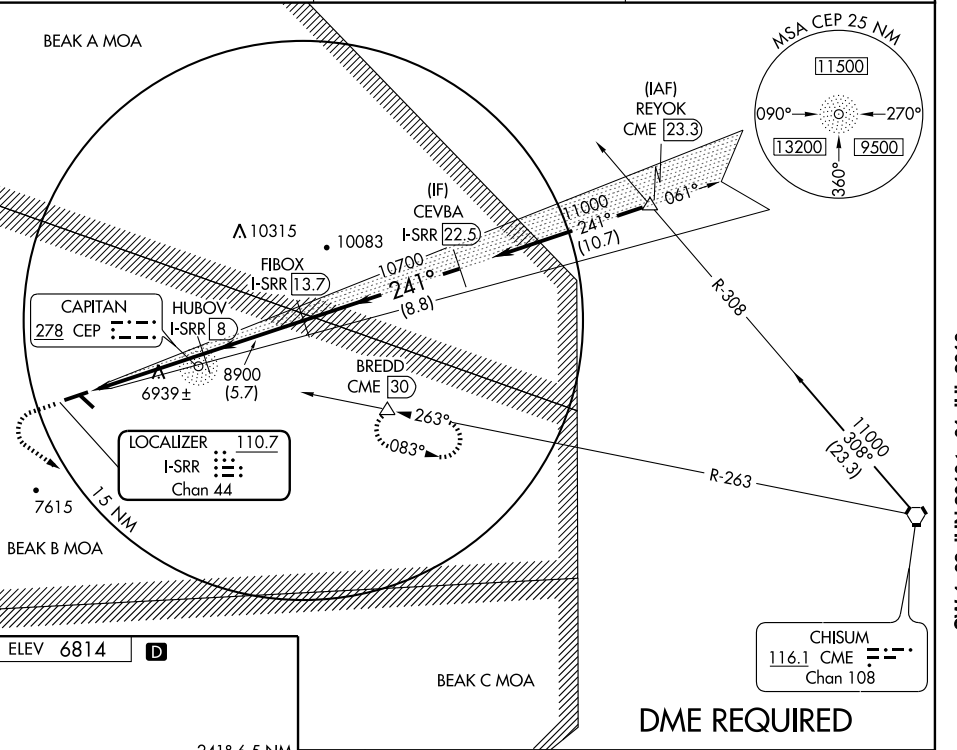
▼

▲NA

If local altimeter setting not received procedure not authorized.
Use I-SRR DME when on localizer course.
Circling not authorized to Rwy 12/30.

MISSED APPROACH: Climb to 7500 then climbing left turn to 11000 via heading 110° and CME VORTAC R-263 to BREDD/CME 30 DME and hold, continue climb-in-hold to 11000.

AWOS-3 126.475	ALBUQUERQUE CENTER 132.65 257.6	UNICOM 122.8 (CTAF) 0
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AIRPORT DIAGRAM

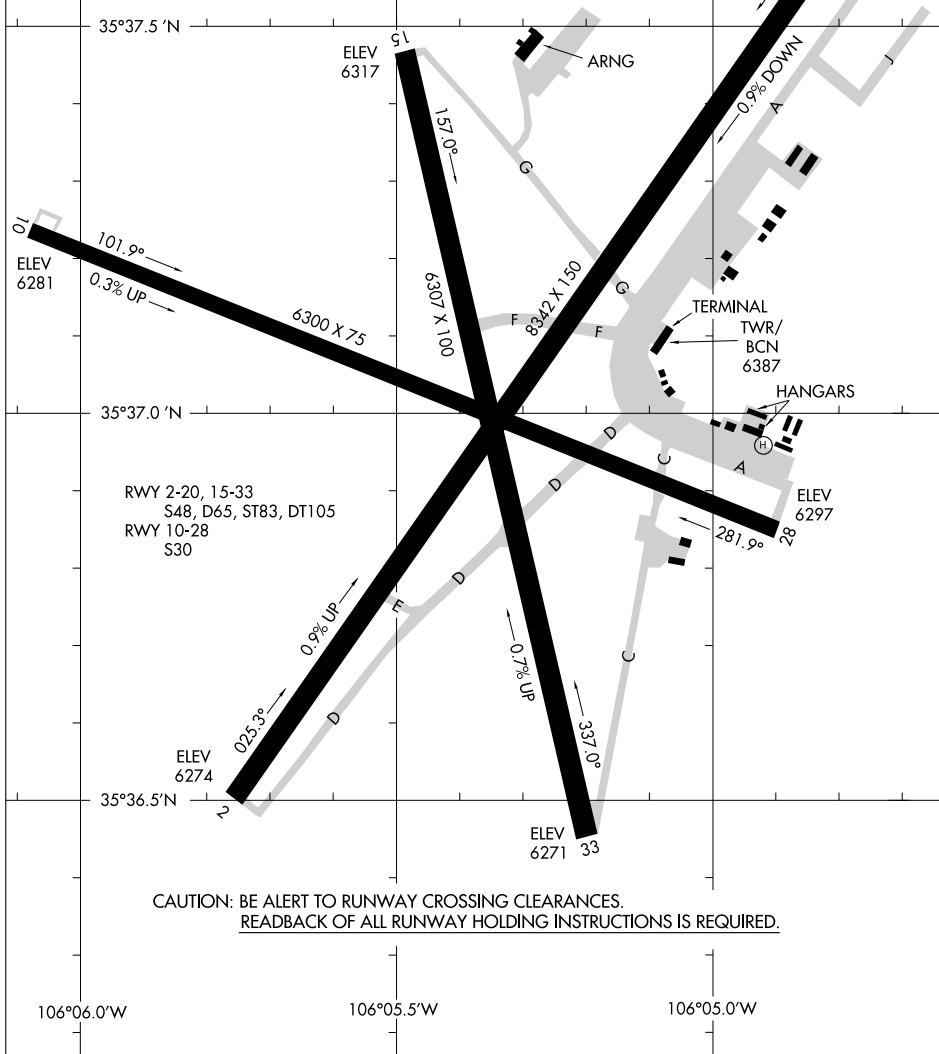
AL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS
128.55
SANTA FE TOWER ★
119.5 239.3
GND CON
121.7

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

FIELD
ELEV
6348



SW-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SGB 111.7 Chan 54	APP CRS 023°	Rwy Idg 8342 TDZE 6303 Apt Elev 6348
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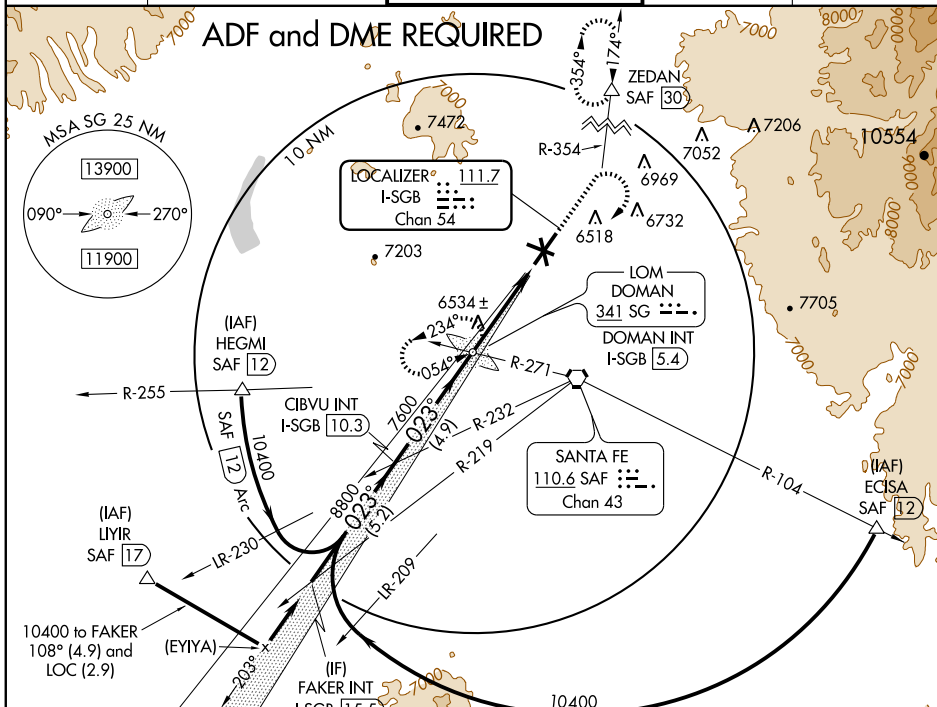
ILS or LOC RWY 2



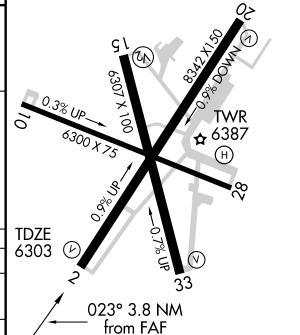
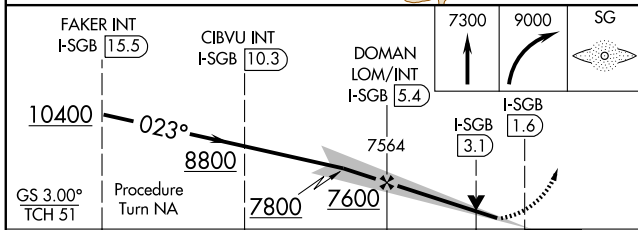
MISSED APPROACH: Climb to 7300, then climbing right turn to 9000 direct DOMAN LOM and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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ADF and DME REQUIRED



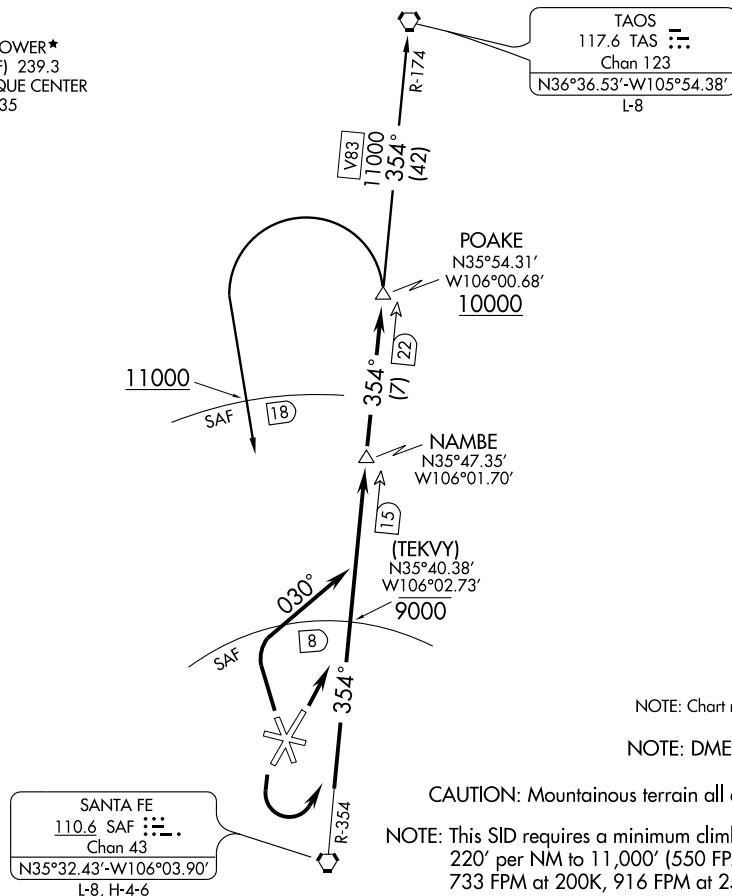
	ELEV 6348	6387A
	REIL Rwy 20, 15 and 33 MIRL Rwy 2-20 and 15-33	



	5.2 NM		4.9 NM		2.3 NM		1.5	
CATEGORY	A		B		C		D	
S-ILS 2	6503- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)							
S-LOC 2	6800-1 497 (500-1)				6800-1 $\frac{1}{4}$ 497 (500- $\frac{1}{4}$)		6800-1 $\frac{1}{2}$ 497 (500-1 $\frac{1}{2}$)	
CIRCLING	6840-1 492 (500-1)				6920-1 $\frac{1}{2}$ 572 (600-1 $\frac{1}{2}$)		7020-2 $\frac{1}{4}$ 672 (700-2 $\frac{1}{4}$)	

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

ATIS 128.55
GND CON
121.7
SANTA FE TOWER ★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb on runway heading to....

TAKE-OFF RUNWAY 20: Climbing left turn to....

TAKE-OFF RUNWAY 33: Climbing right turn to heading 030° to....

....Intercept and proceed via SAF R-354 to POAKE DME fix. Cross 8 DME north of SAF VORTAC at or below 9000'. Cross POAKE DME fix at or above 10000'. Thence via assigned (transition) or (route).

SANTA FE TRANSITION (POAKE1.SAF): From POAKE DME fix left turn direct SAF VORTAC. Thence via (assigned route). Cross 18 DME north of SAF VORTAC at or above 11000'.

TAOS TRANSITION (POAKE1.TAS): From POAKE DME fix via SAF R-354 and V83 (TAS R-174) to TAS VORTAC. Thence via (assigned route).

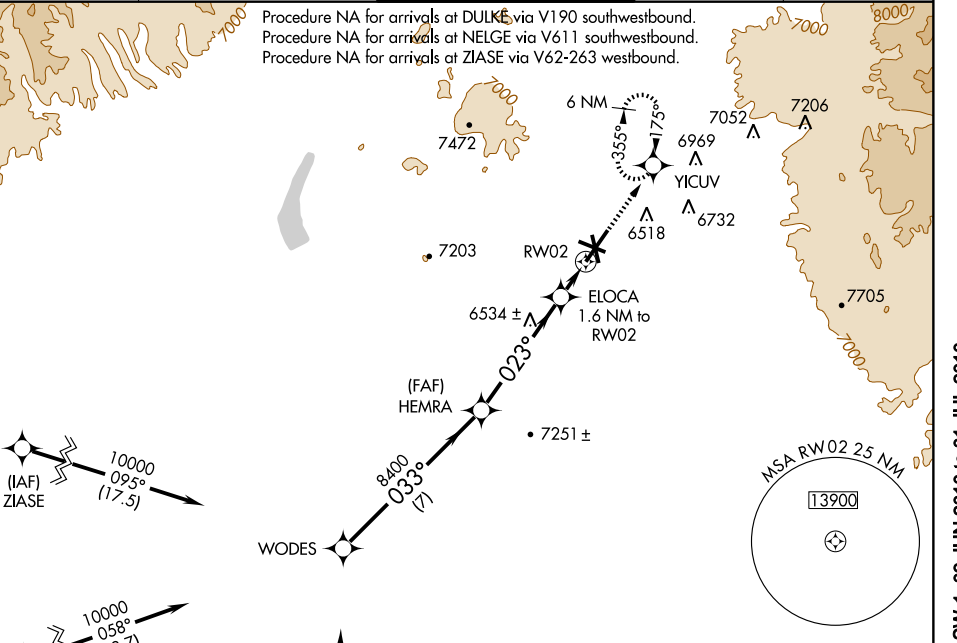
▼

▲ NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct YICUV WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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ELEV 6348

REIL Rwy 20, 15 and 33

MIRL Rwy 2-20 and 15-33 6387

6387

CATEGORY	A	B	C	D
LNAV MDA	6600-1 297 (300-1)			
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

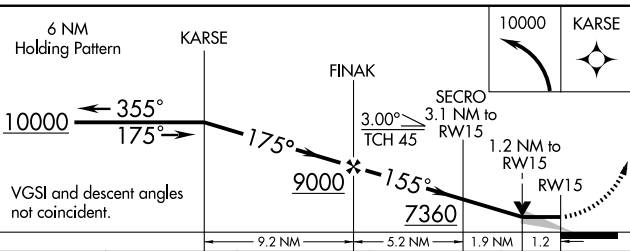
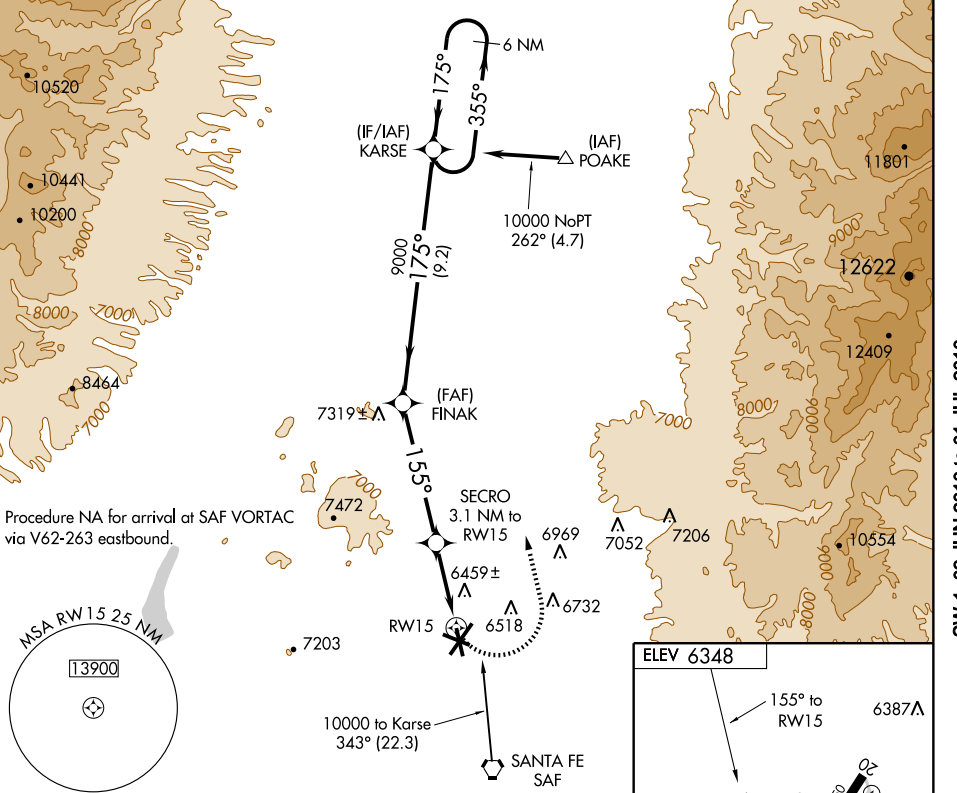
SW-1. 03 JUN 2010 to 01 JUL 2010

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

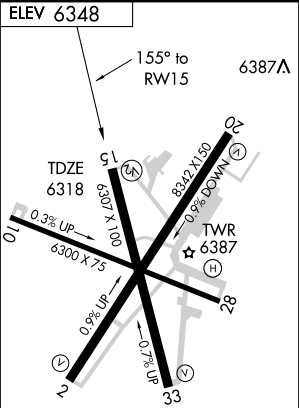
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 10000 direct KARSE WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	6720-1	402 (400-1)	6720-1¼	402 (400-1¼)
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)



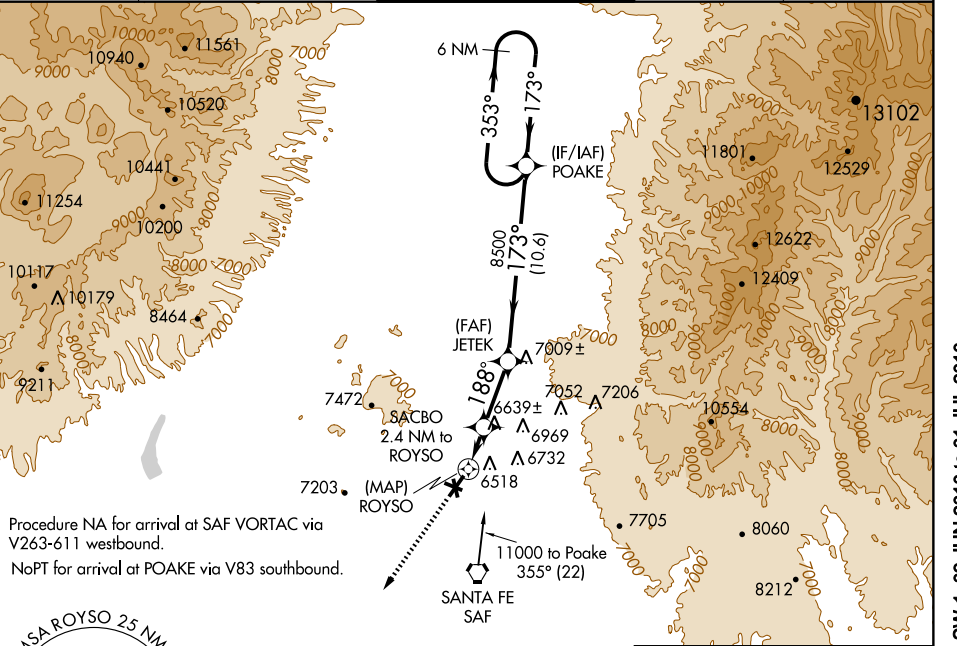
REIL Rwy 20, 15 and 33
MIRL Rwy 2-20 and 15-33

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

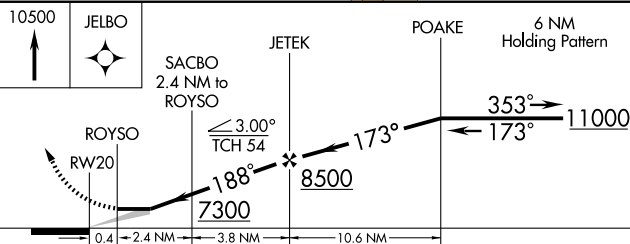
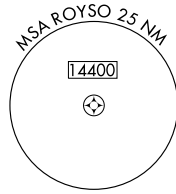
Procedure NA at night.

MISSED APPROACH: Climb to 10500 direct JELBO WP and hold.

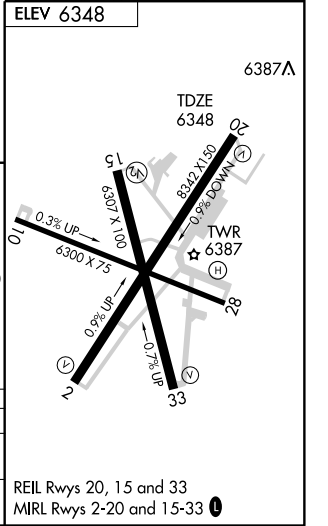
ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrival at SAF VORTAC via V263-611 westbound.
NoPT for arrival at POAKE via V83 southbound.



CATEGORY	A	B	C	D
LNNAV MDA	6900-1 552 (600-1)	6900-1½ 552 (600-1½)	6900-1¾ 552 (600-1¾)	6900-2 552 (600-2)
CIRCLING	6900-1 552 (600-1)	6900-1½ 552 (600-1½)	6900-2 552 (600-2)	6900-2½ 552 (600-2½)



APP CRS	Rwy Idg	6300
285°	TDZE	6307
	Apt Elev	6348

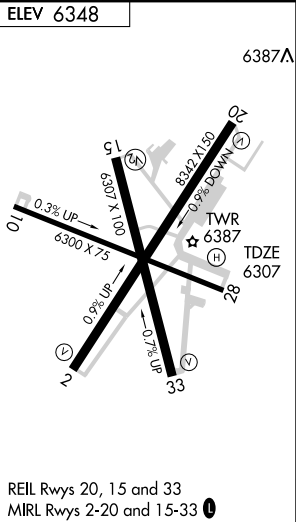
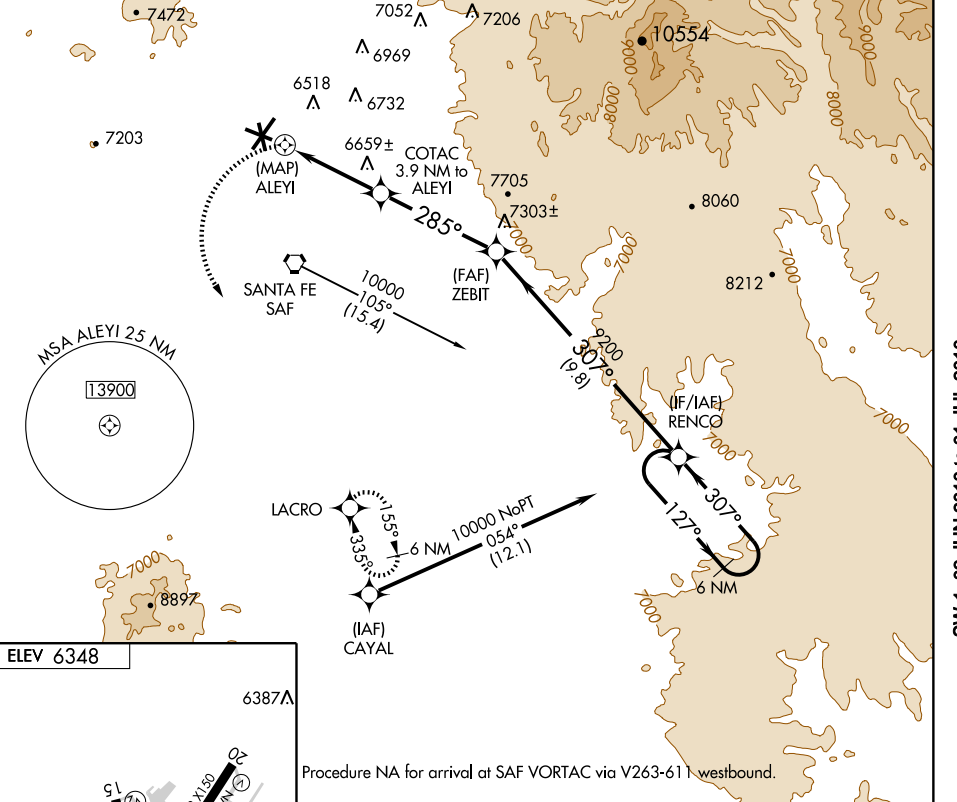
▼




NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 9000 direct LACRO WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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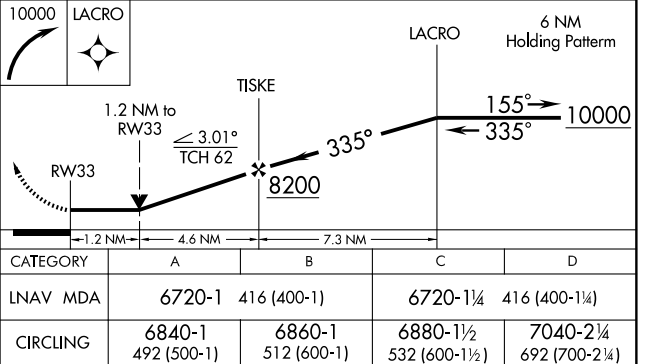
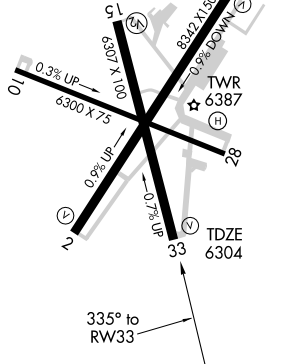
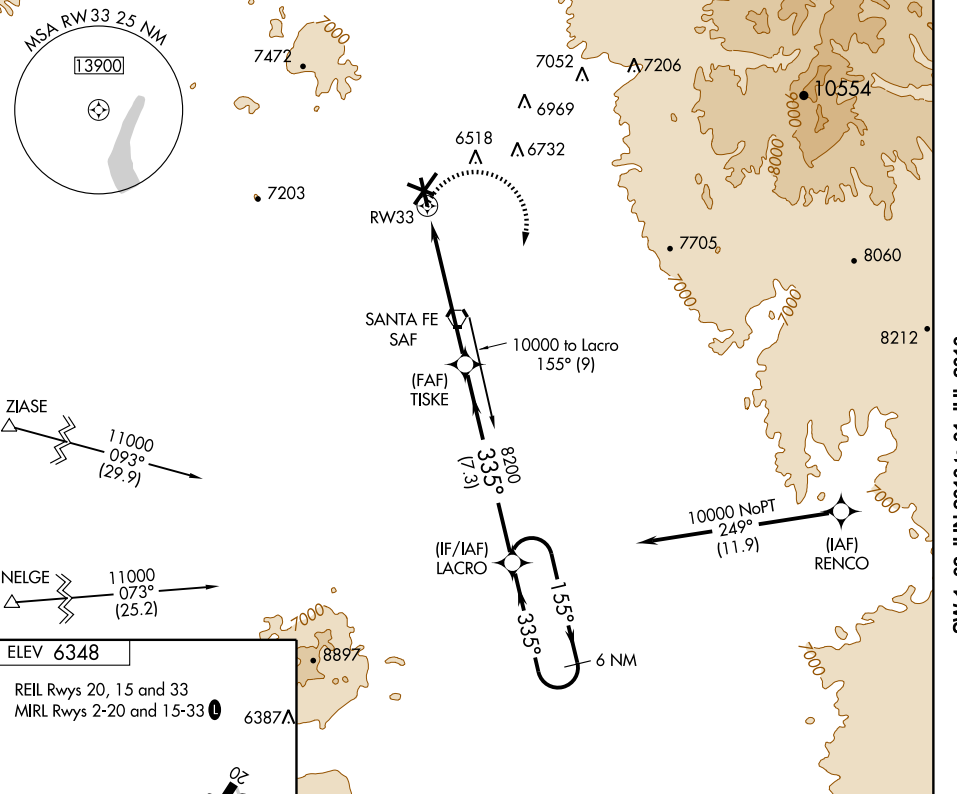


9000	LACRO	COTAC 3.9 NM to ALEY1	ZEBIT	RENCO	6 NM Holding Pattern	
						
		1.3 NM to ALEY1	$\leq 3.00^\circ$ TCH 45			
	ALEY1		285°	307°	127°	
			7720	9200	10000	
	0.5	1.3	2.6 NM	4.6 NM	9.8 NM	
CATEGORY	A		B		C	D
LNVA MDA	6920-1 613 (600-1)		6920-1 613 (600-1 3/4)		6920-2 613 (600-2)	6920-2 613 (600-2)
CIRCLING	6920-1 572 (600-1)		6920-1 572 (600-1 3/4)		7040-2 572 (700-2 1/4)	7040-2 572 (700-2 1/4)

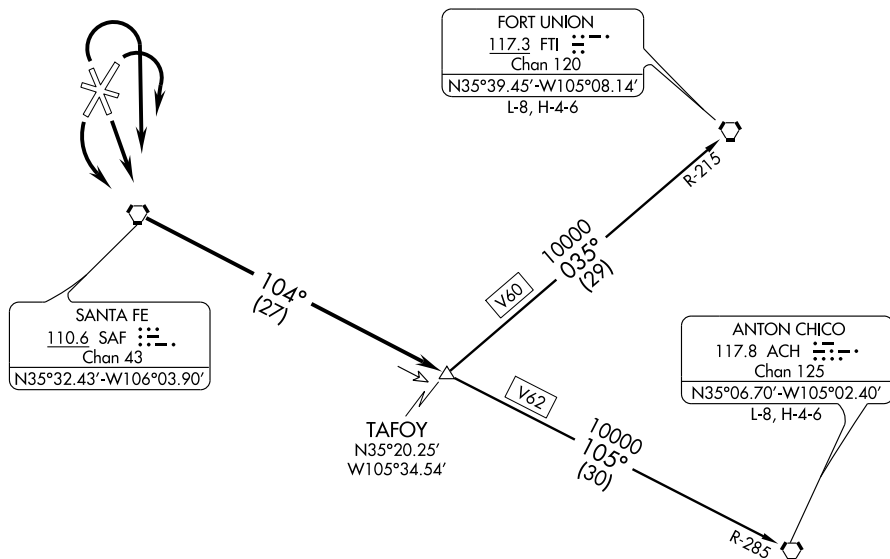
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct LACRO WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2, 33: Cat. A, B standard;
Cat. C, D requires a minimum climb of 330'/NM until
passing 9800' or a 2900' ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct to....

TAKE-OFF RUNWAY 20: Climbing left turn direct to....

TAKE-OFF RUNWAYS 2 & 33: Climbing right turn direct to....

....the SAF VORTAC. Proceed via the SAF R-104 to TAFOY INT, climb and maintain 10000 MSL. Thence via assigned (transition) or (route).

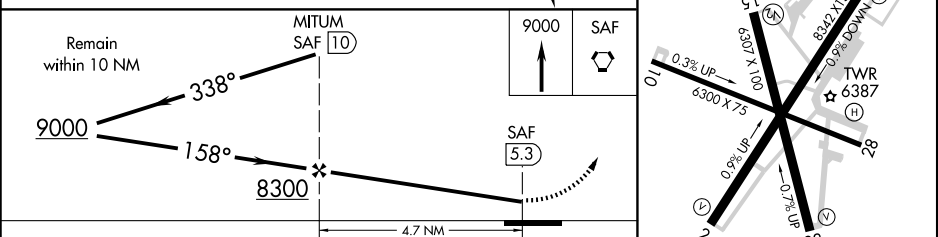
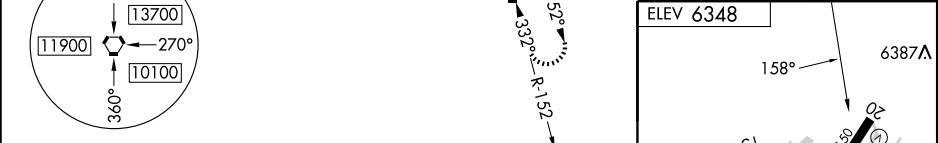
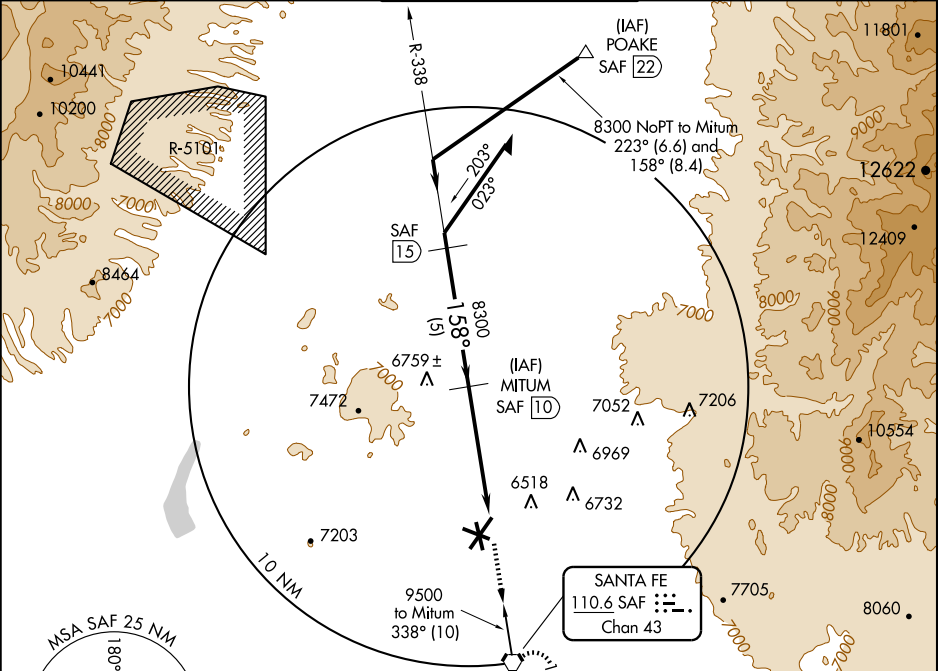
ANTON CHICO TRANSITION (TAFOY2.ACH): From over TAFOY INT, via V62/ACH R-285 to ACH VORTAC. Thence via (assigned) route.

FORT UNION TRANSITION (TAFOY2.FTI): From over TAFOY INT via V60/FTI R-215 to FTI VORTAC. Thence via (assigned) route.

When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

<div>ATIS</div> <div>128.55</div>	<div>ALBUQUERQUE CENTER</div> <div>132.8 346.35</div>	<div>SANTA FE TOWER ★</div> <div>119.5 (CTAF) 239.3</div>	<div>GND CON</div> <div>121.7</div>	<div>UNICOM</div> <div>122.95</div>
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CATEGORY	A	B	C	D
CIRCLING	6960-1	612 (700-1)	6960-1¾ 612 (700-1¾)	7020-2¼ 672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
CIRCLING	7860-1¼ 1512 (1600-1¼)	7860-1½ 1512 (1600-1½)	7860-3 1512 (1600-3)	7920-3 1572 (1600-3)

REIL Rwy 20, 15 and 33

MIRL Rwy 2-20 and 15-33

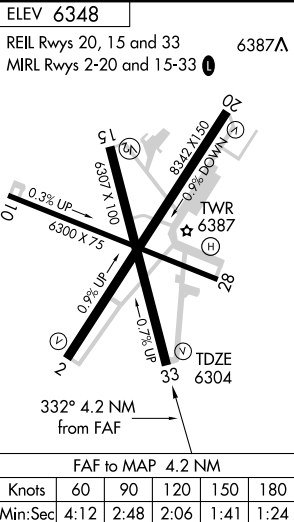
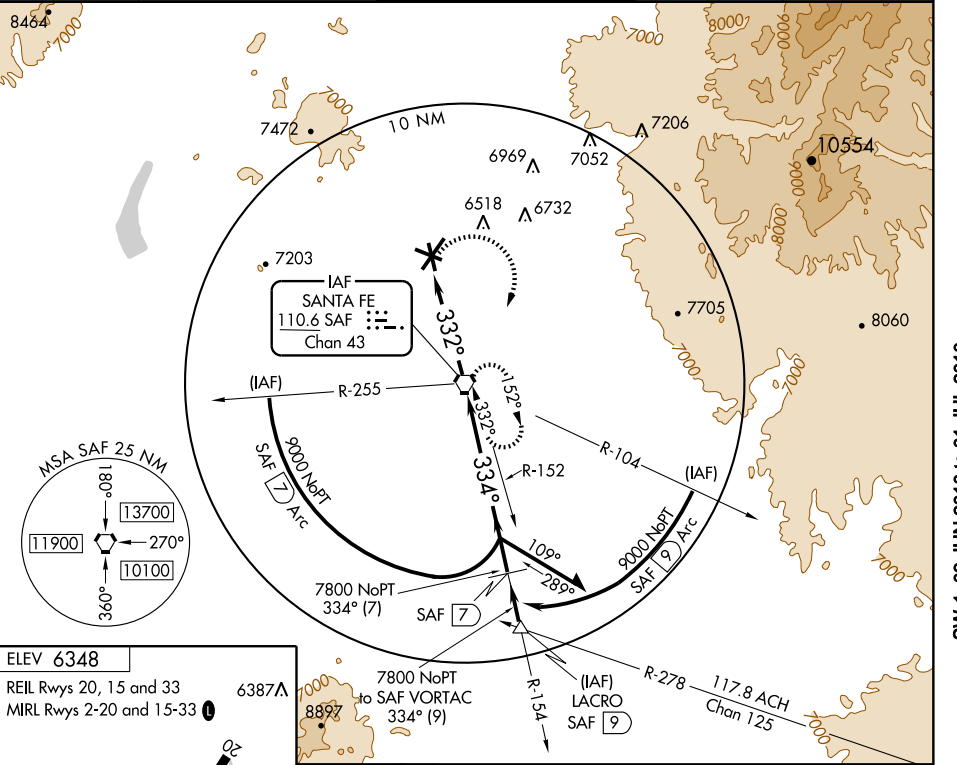
▼

▲

When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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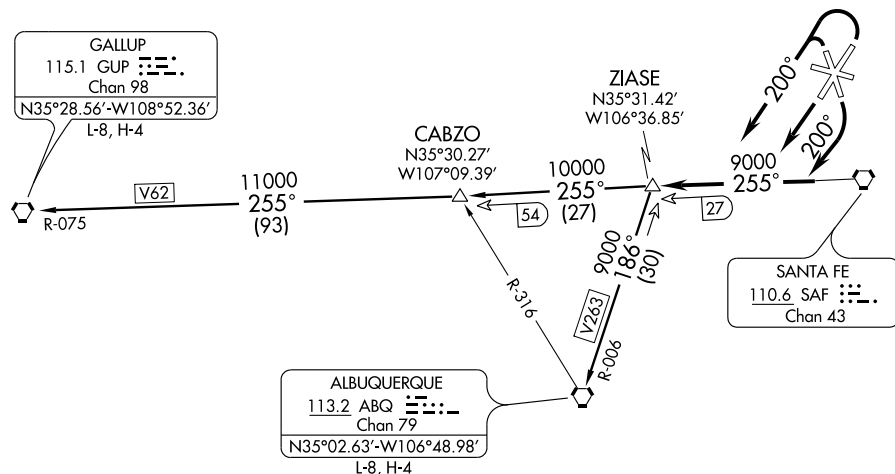
SW-1. 03 JUN 2010 to 01 JUL 2010

ZIAS2 TWO DEPARTURE

SL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2 and 33 requires a minimum climb of 280' per NM until passing 7900, or 1300' ceiling and 3 miles visibility.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 & 33: Climbing left turn to heading 200° to....

TAKE-OFF RUNWAY 15: Climbing right turn to heading 200° to....

TAKE-OFF RUNWAY 20: Climb on runway heading to....

....intercept and proceed via SAF R-255 to ZIAS2 INT. Climb and maintain 9000' MSL. Thence via assigned (transition) or (route).

ALBUQUERQUE TRANSITION (ZIAS2.ABQ): From over ZIAS2 INT via V263/ABQ R-006 to ABQ VORTAC. Thence via (assigned route).

GALLUP TRANSITION (ZIAS2.GUP): From over ZIAS2 INT via V62/SAF R-255 and GUP R-075 to GUP VORTAC. Thence via (assigned route).

LOC/DME I-SVC <u>111.7</u> Chan 54	APP CRS 258°	Rwy Idg 6802 TDZE 5380 Apt Elev 5446
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LOC/DME RWY 26
SILVER CITY/GRANT COUNTY (SVC)

T
A NA If local altimeter setting not received, procedure NA.

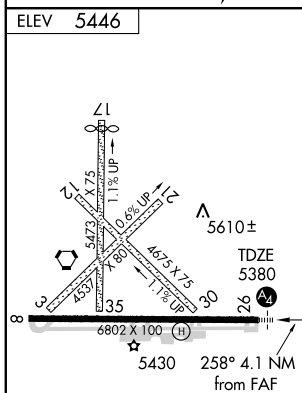
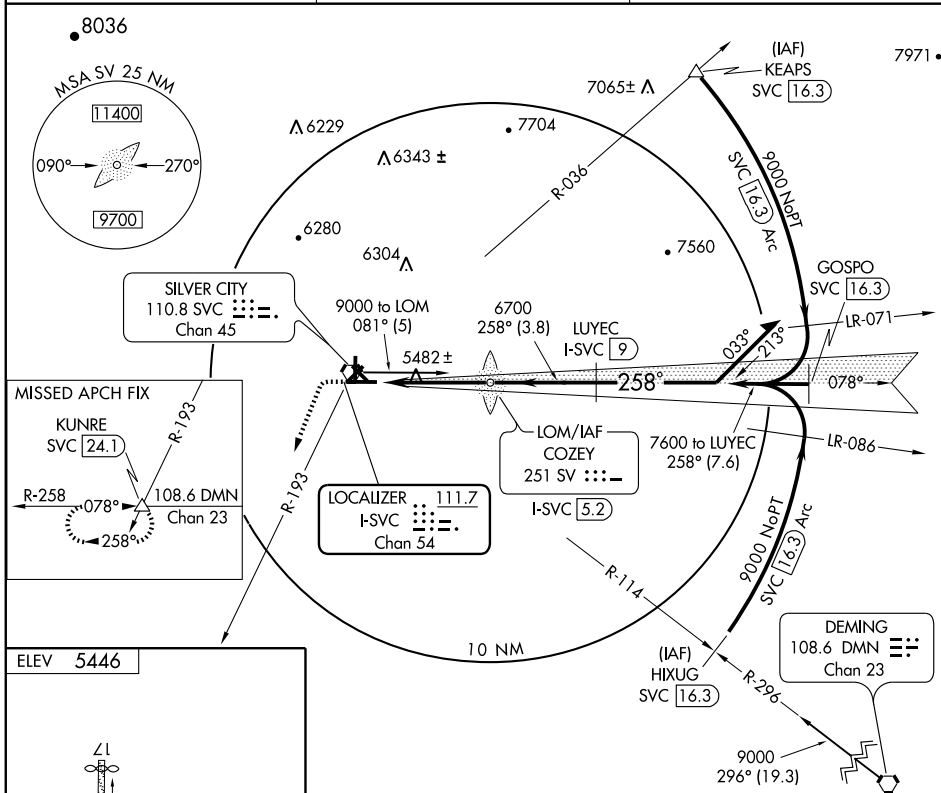
MALS

MISSED APPROACH: Climb to 5800, then climbing left turn to 10000 via heading 190° and SVC VORTAC R-193 to KUNRE INT/SVC VORTAC 24.1 DME and hold.

AWOS-3
126.725

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF) **L**



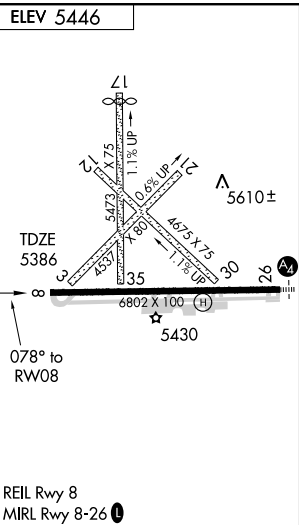
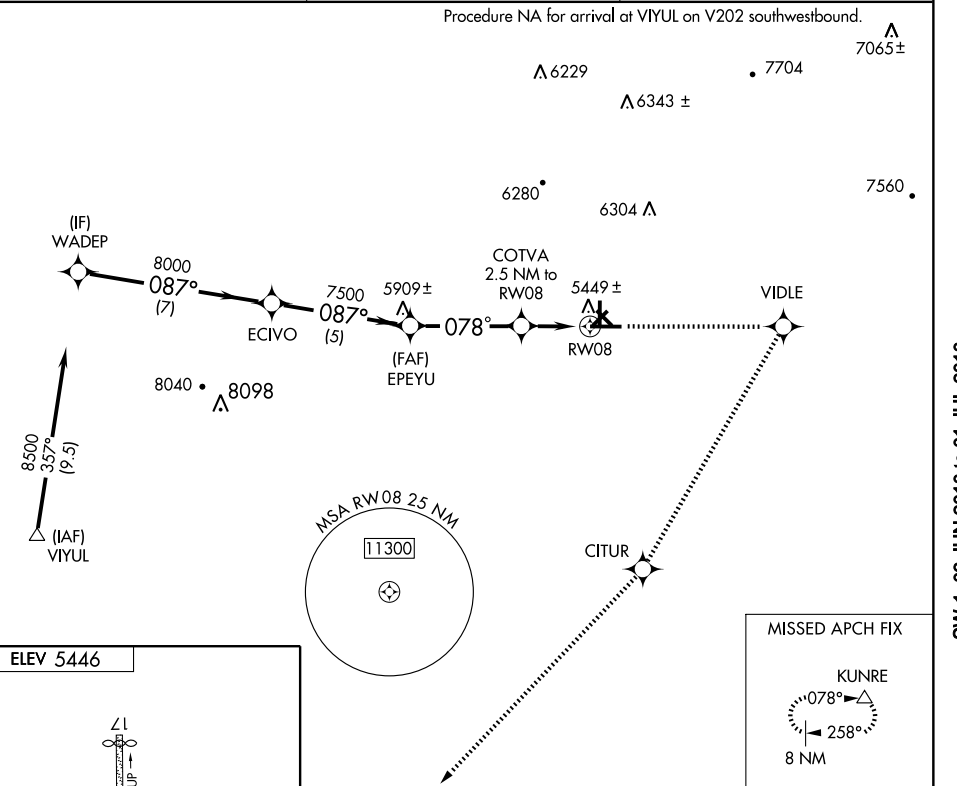
5800 ↑	10000 190°	SVC R-193 110.8	KUNRE △	COZEY LOM I-SVC 5.2	Remain within 11 NM
Use I-SVC DME when on localizer course.					
CATEGORY	A		B	C	D
S-26	5740- ³ / ₄ 360 (300- ³ / ₄)				5740-1 ¹ / ₄ 360 (300-1 ¹ / ₄)
CIRCLING	5920-1 474 (500-1)	5940-1 494 (500-1)	5960-1 ¹ / ₂ 514 (600-1 ¹ / ₂)	6020-2 574 (600-2)	

▼

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling Rwy 3 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct VIDLE and right turn via 198° track to CITUR and via 212° track to KUNRE and hold.

AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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WADEP	ECIVO	EPEYU	CITUR	VIYUL	KUNRE
8500	8000	7500	6200	5430	5610±
Procedure Turn NA	3.05° TCH 33	078°	198° track	212° track	078° track
7 NM	5 NM	3.9 NM	1.6	0.9	
CATEGORY	A	B	C	D	
LNAV MDA	5700-1	314 (300-1)			
CIRCLING	5880-1 434 (500-1)	5900-1 454 (500-1)	5940-1½ 494 (500-1½)	6000-2 554 (600-2)	

RNAV (GPS) RWY 26

SILVER CITY/GRANT COUNTY (SVC)

WAAS
CH **87100**
W26AAPP CRS
258°Rwy Idg **6802**
TDZE **5380**
Apt Elev **5446**

▼ DME/DME RNP -0.3 NA. Circling Rwy 3 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -25°C (-13°F) or above 38°C (101°F).
If local altimeter setting not received, procedure NA.
Inoperative table does not apply to LPV and LNAV/VNAV.

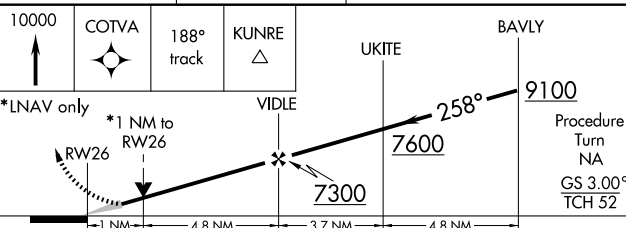
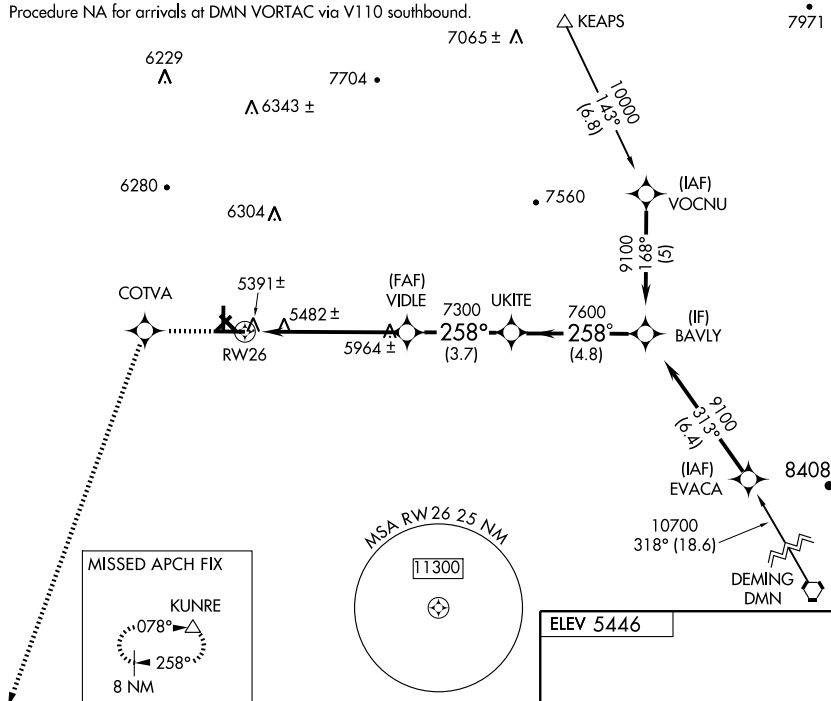
MAIS



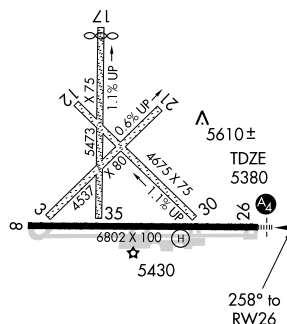
MISSED APPROACH: Climb to 10000
direct COTVA and via 188° track to
KUNRE and hold.

AWOS-3
126.725ALBUQUERQUE CENTER
134.45 327.15UNICOM
122.8 (CTAF) **1**

Procedure NA for arrivals at DMN VORTAC via V110 southbound.



ELEV 5446



CATEGORY	A	B	C	D
LPV DA	5630-3/4	250 (200-3/4)		
LNAV/VNAV DA	5789-1 1/2	409 (400-1 1/2)		
LNAV MDA	5740-3/4	360 (300-3/4)	5740-1 1/4	360 (300-1 1/4)
CIRCLING	5880-1 1/2	5900-1 1/2	5940-1 1/2	6000-2
	434 (500-1 1/2)	454 (500-1 1/2)	494 (500-1 1/2)	554 (600-2)

REIL Rwy 8
MIRL Rwy 8-26 **1**

AL-793 (FAA)

VORTAC SVC 110.8 Chan 45	APP CRS 308°	Rwy Idg TDZE Apt Elev 5446	N/A N/A
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VOR-A

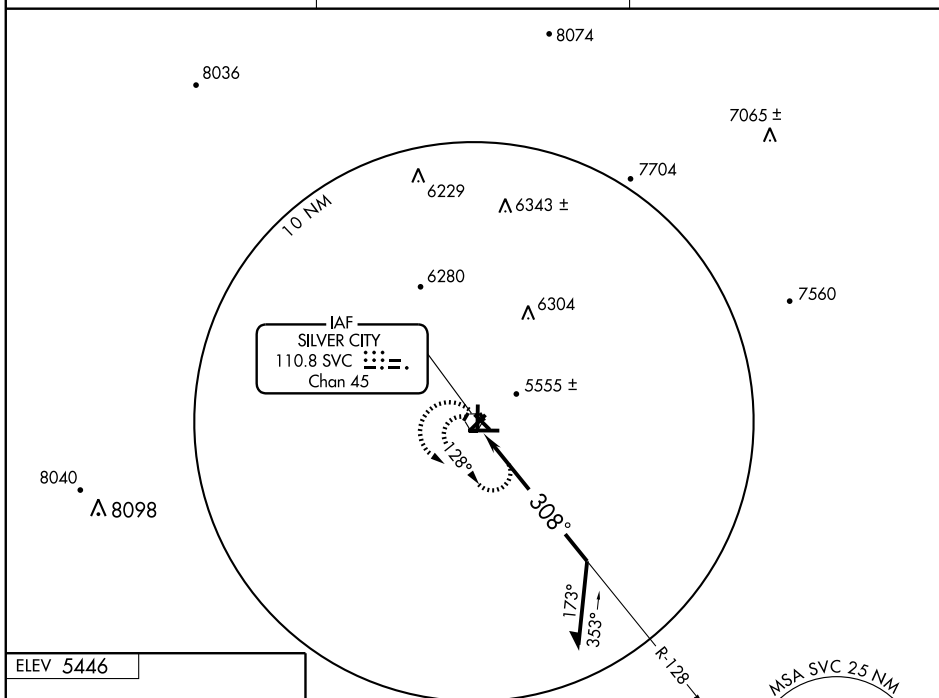
SILVER CITY/GRANT COUNTY (SVC)

T When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128, then reverse course to SVC VORTAC and hold.

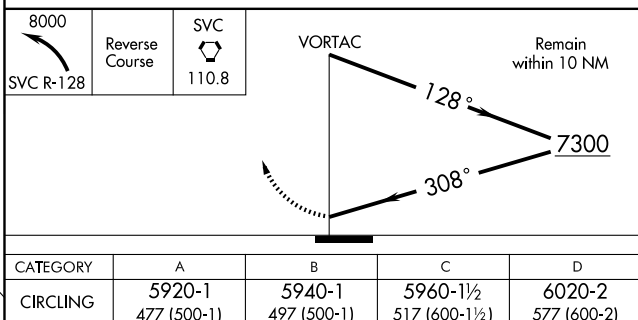
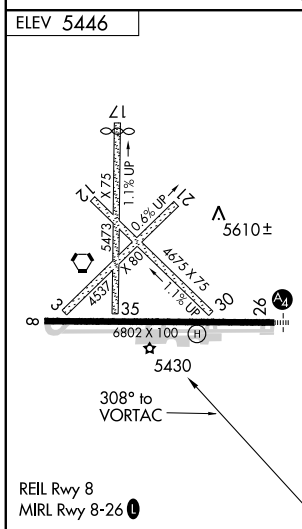
AWOS-3
126.725

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF) **L**

SW-1. 03 JUN 2010 to 01 JUL 2010

ELEV 5446



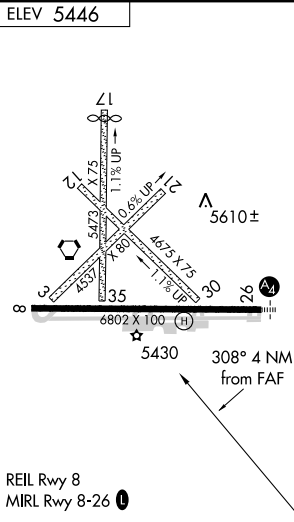
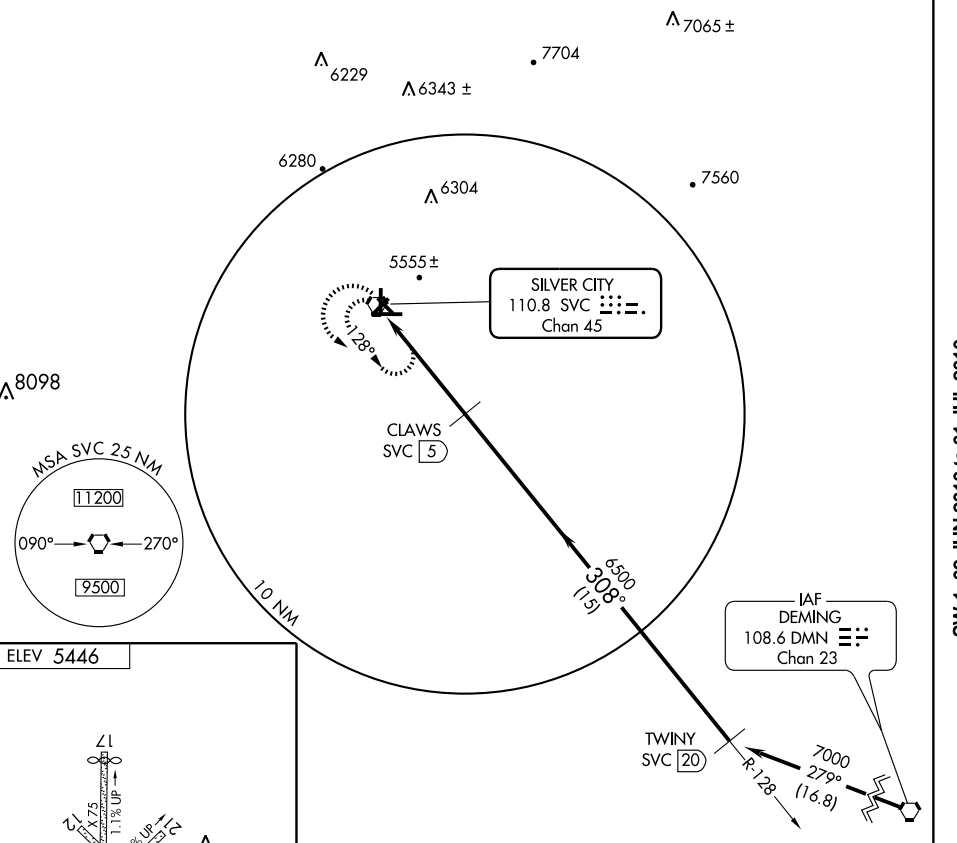
▼

▲

When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128 then reverse course to SVC VORTAC and hold.

AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
	5920-1 477 (500-1)	5940-1 497 (500-1)	5960-1½ 517 (600-1½)	6020-2 577 (600-2)

8000	Reverse Course	SVC 110.8	TWINY SVC 20
SVC R-128		CLAWS SVC 5	7000
VORTAC SVC 1		6500	Procedure Turn NA
4 NM	15 NM		

SW-1.03 JUN 2010 to 01 JUL 2010

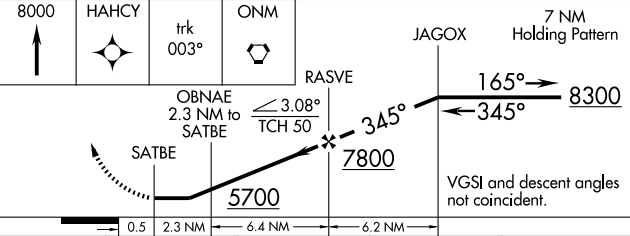
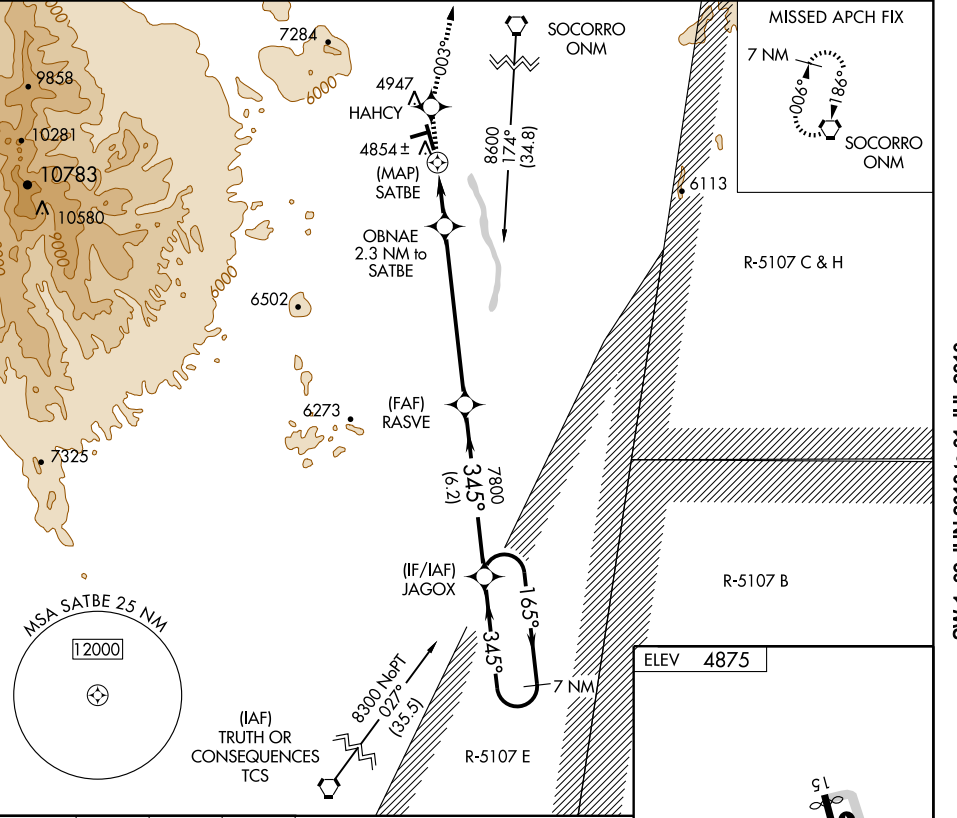
▼

▲ NA

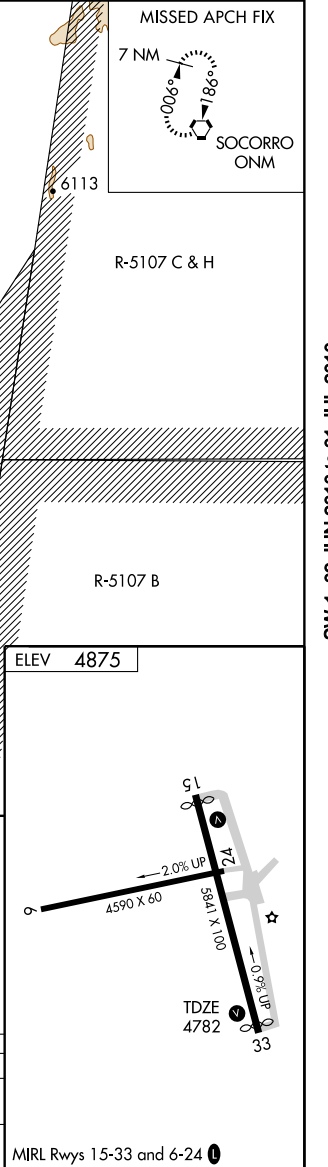
Circling NA west of Rwy 15-33. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when R-5107E active. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 8000 direct HAHCY and via track 003° to ONM VORTAC and hold.

AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	5260-1	478 (500-1)	5260-1½ 478 (500-1½)	NA
CIRCLING	5260-1 385 (400-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA



SW-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 49114 W33A	APP CRS 335°	Rwy Idg TDZE Apt Elev	5659 4782 4875
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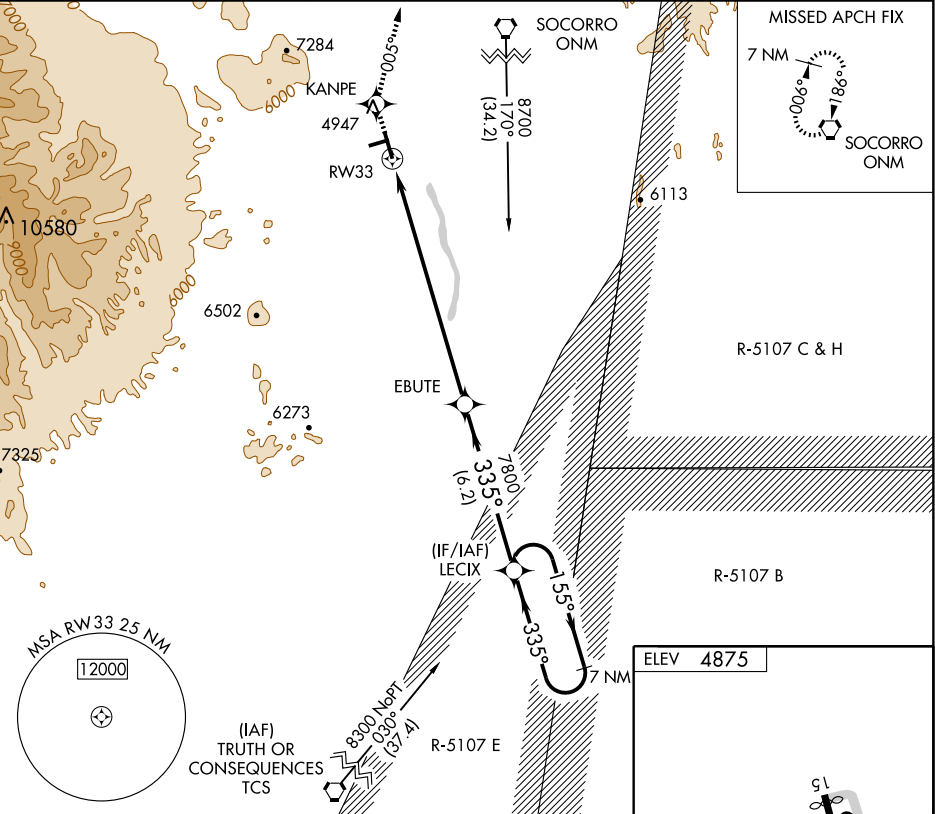
RNAV (GPS) Z RWY 33

SOCORRO MUNI (ONM)

⚠ Circling NA west of Rwy 15-33. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Circling requires descent on GS to CMDA. Procedure NA when R-5107E active. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 8000 direct KANPE and via track 005° to ONM VORTAC and hold.

AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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8000

↑

KANPE

✱

trk

005°

ONM

⬢

VGSI and RNAV glidepath not coincident.

RW33

9.2 NM

6.2 NM

EBUTE

335°

7800

LECIX

155°

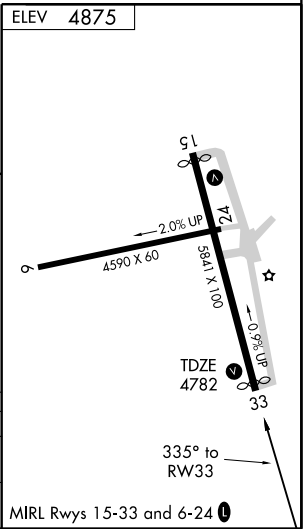
8300

7 NM Holding Pattern

GS 3.00°

TCH 50

CATEGORY	A	B	C	D
LPV DA	5032-1 250 (300-1)			NA
CIRCLING	5260-1 385 (400-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA



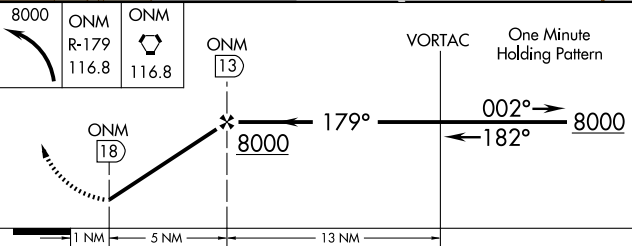
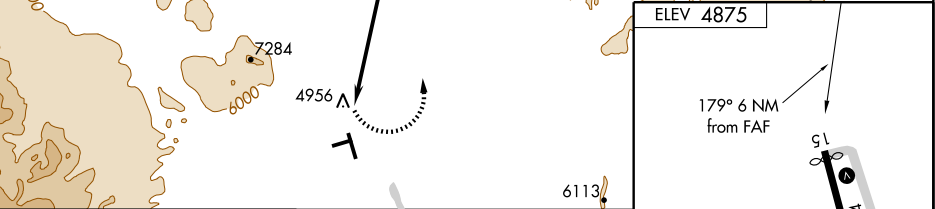
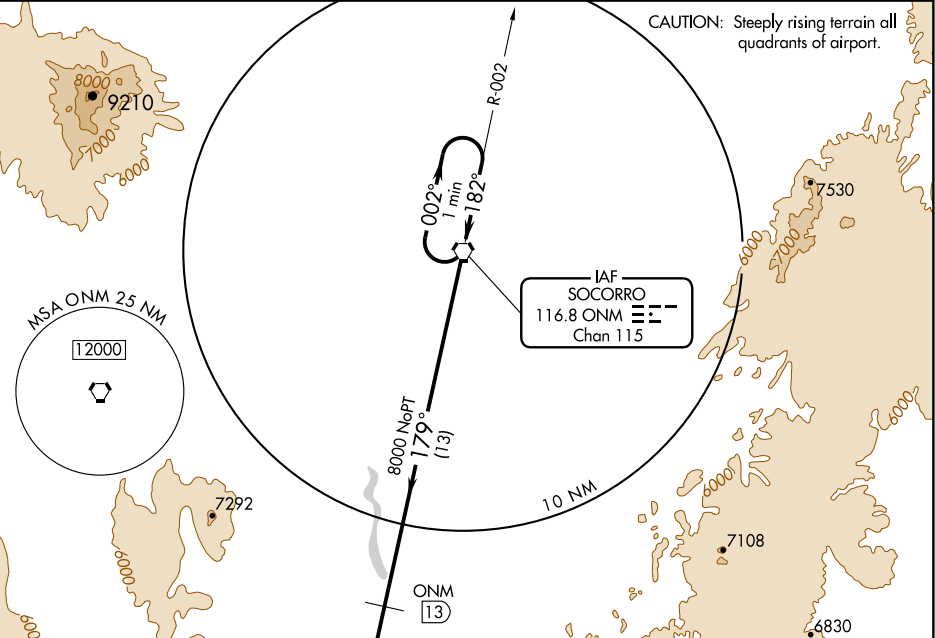
SW-1. 03 JUN 2010 to 01 JUL 2010

VORTAC ONM 116.8 Chan 115	APP CRS 179°	Rwy Idg TDZE Apt Elev	N/A N/A 4875
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VOR/DME-A
SOCORRO MUNI (ONM)

▲ When local altimeter not available, procedure not authorized. ▲ Circling not authorized west of Rwy 15-33. If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.	MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.
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AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1665 (1700-1¼)	6540-1½ 1665 (1700-1½)	6540-3 1665 (1700-3)	NA

MRL Rwy 15-33 and 6-24 0

▼

DME/DME RNP-0.3 NA

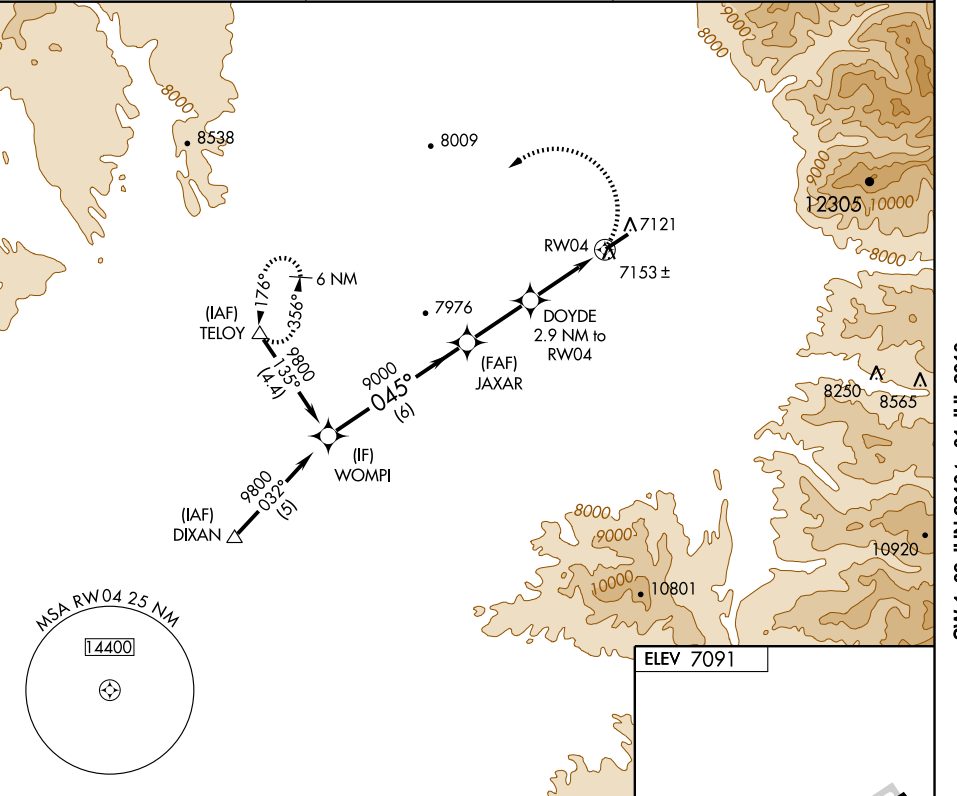
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11000 direct TELOY and hold.

AWOS-3
132.975

ALBUQUERQUE RADIO
122.1R

UNICOM
122.8 (CTAF) 0



WOMPI

9800

Procedure Turn NA

045°

9000

3.01°

TCH 40

8020

DOYDE 2.9 NM to RW04

RW04

11000

TELOY

TDZE 7068

5803 X 75

0.8% UP

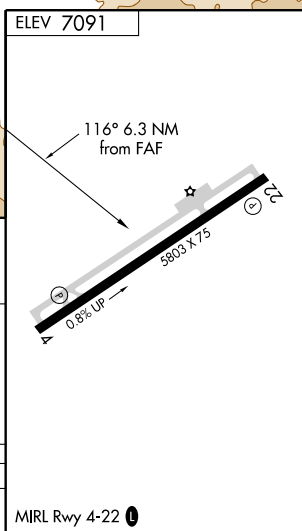
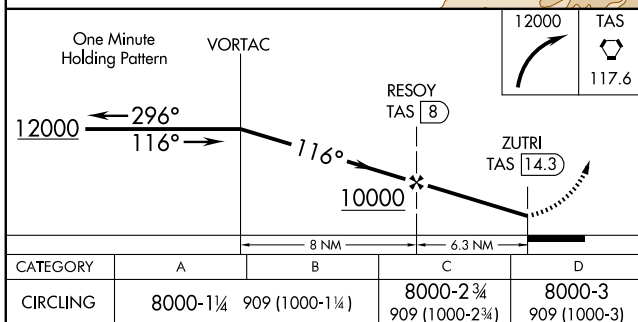
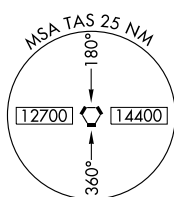
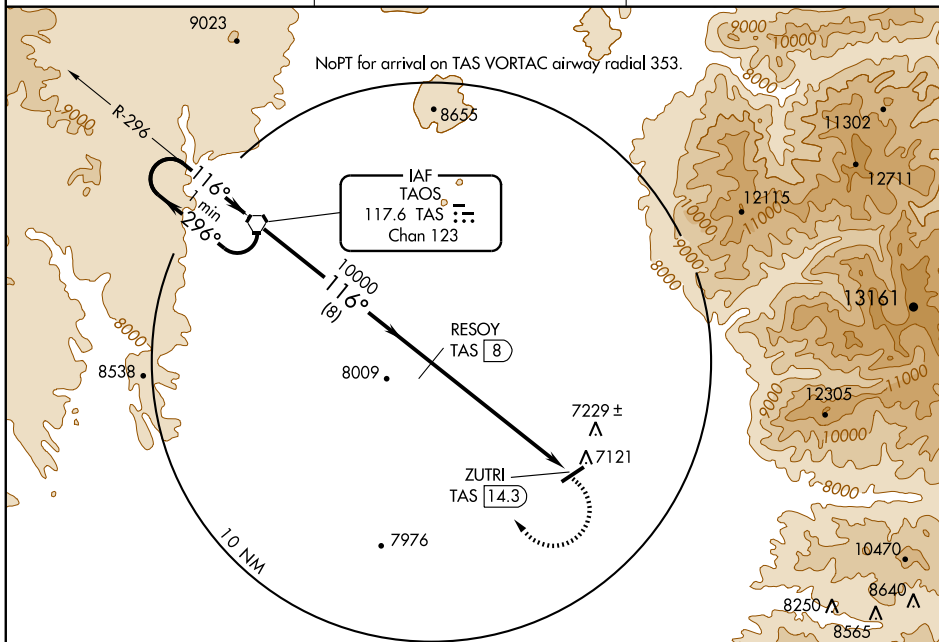
045° to RW04

CATEGORY	A	B	C	D
RNAV MDA	7480-1	412 (400-1)	7480-1¼	412 (400-1¼)
CIRCLING	7540-1 449 (500-1)	7560-1 469 (500-1)	7600-1½ 509 (600-1½)	7660-2 569 (600-2)

MIRL Rwy 4-22 0

VOR/DME-B
TAOS RGNL (SKX)

MISSED APPROACH: Climbing right turn to 12000
direct TAS VORTAC and hold.

UNICOM
122.8 (CTAF) **L**

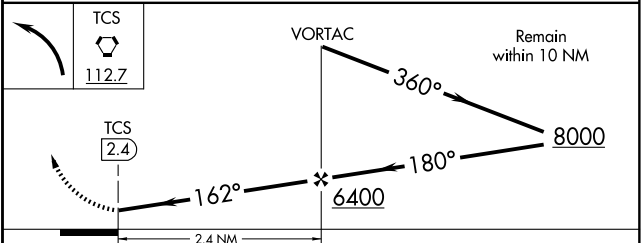
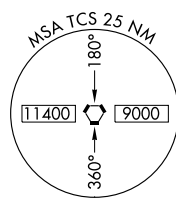
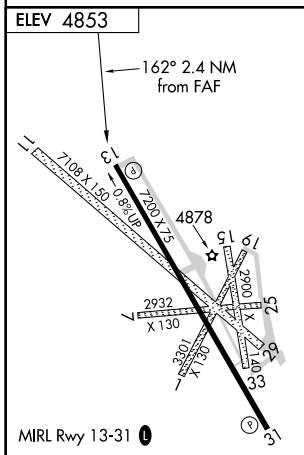
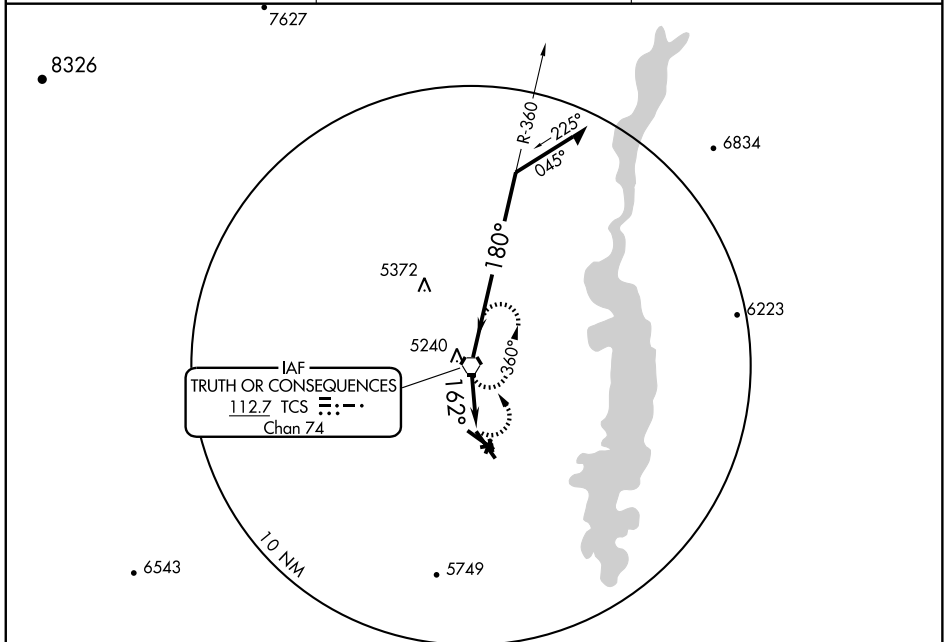
VORTAC TCS 112.7 Chan 74	APP CRS 162°	Rwy Idg TDZE Apt Elev 4853	N/A N/A 4853
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VOR-A

TRUTH OR CONSEQUENCES MUNI (TCS)

<p>▽ ▲</p>	<p>MISSED APPROACH: Climbing left turn direct to TCS VORTAC. Climb to 8000 in holding pattern.</p>
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<p>ASOS 120.675</p>	<p>ALBUQUERQUE CENTER 128.2 285.5</p>	<p>UNICOM 122.8 (CTAF)</p>
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FAF to MAP 2.4 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	5560-1 707 (800-1)		5560-2 707 (800-2)	5560-2 1/4 707 (800-2 1/4)
Min:Sec	2:24	1:36	1:12	0:58	0:48					

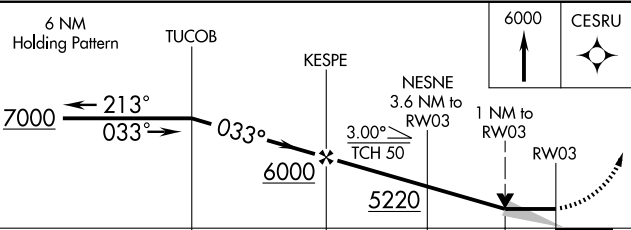
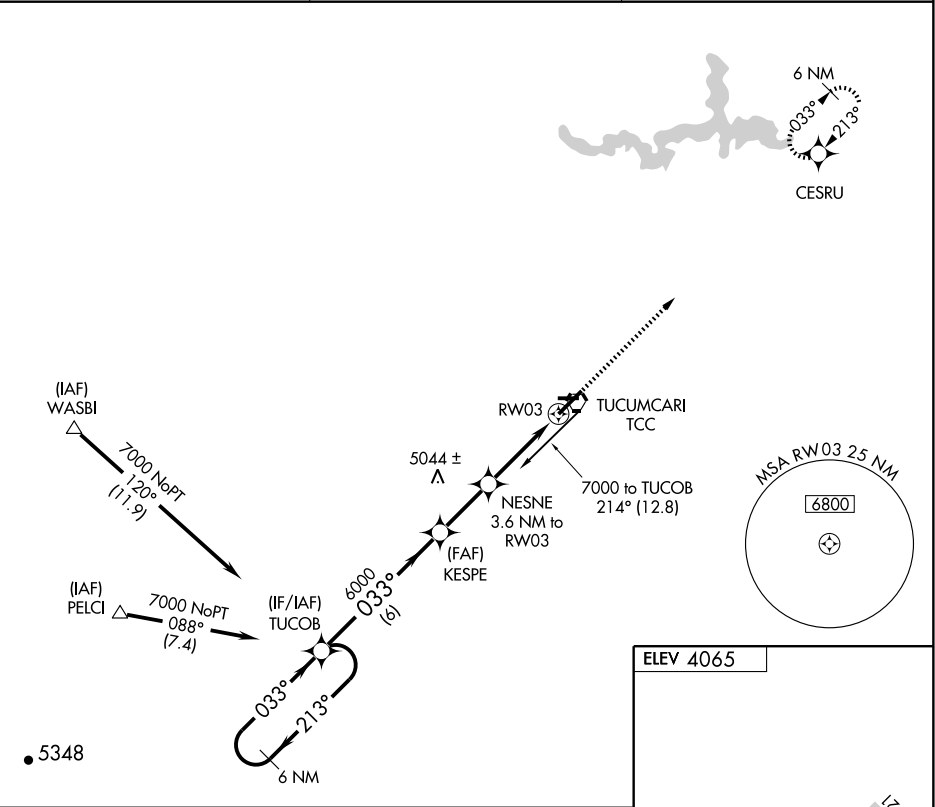
APP CRS	Rwy Idg	7102
033°	TDZE	4043
	Apt Elev	4065

RNAV (GPS) RWY 3

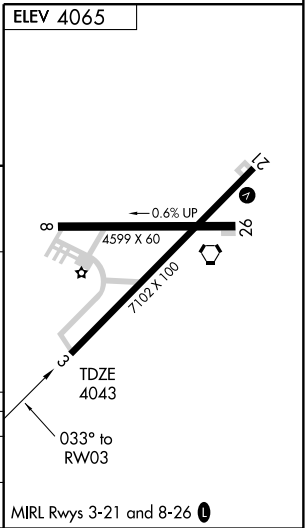
TUCUMCARI MUNI (TCC)

<p>GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. If local altimeter setting not received, procedure NA.</p>	<p>MISSED APPROACH: Climb to 6000 direct CESRU and hold.</p>
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ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	4420-1	377 (400-1)	4420-1¼	377 (400-1¼)
CIRCLING	4580-1	515 (600-1)	4580-1½	515 (600-1½)



RNAV (GPS) RWY 21

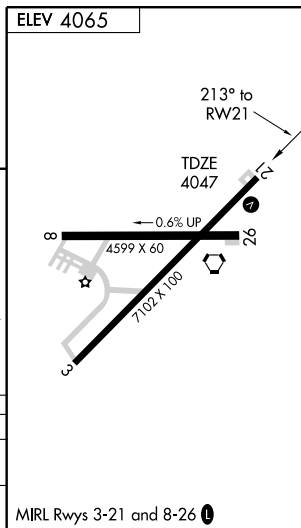
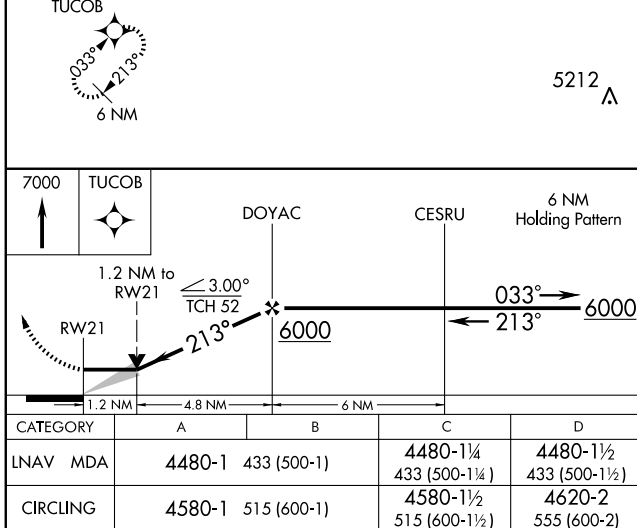
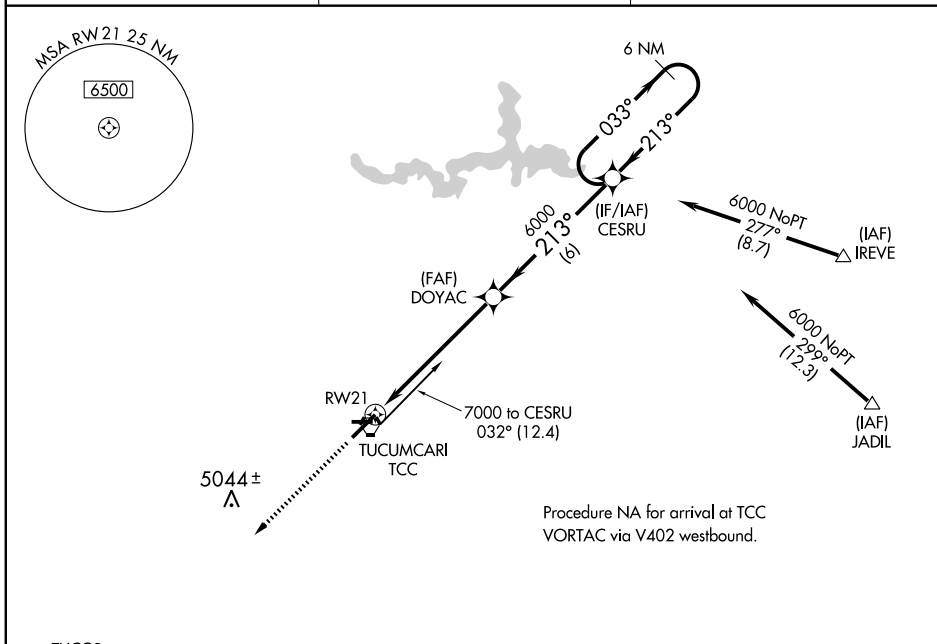
TUCUMCARI MUNI (TCC)

APP CRS	Rwy Idg	7102
213°	TDZE	4047
	Apt Elev	4065

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Circling to Rwy 8 NA at night.
 If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

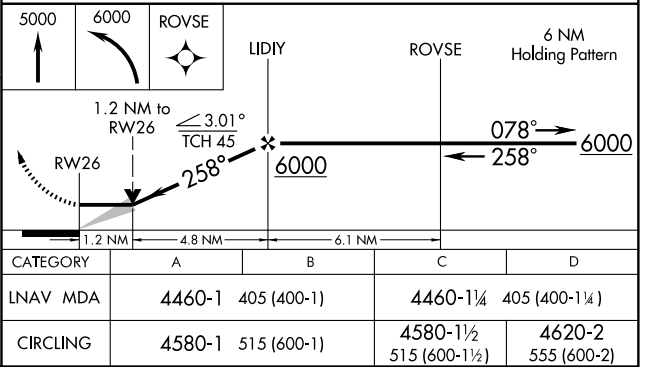
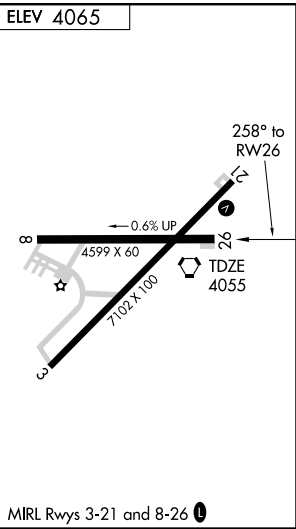
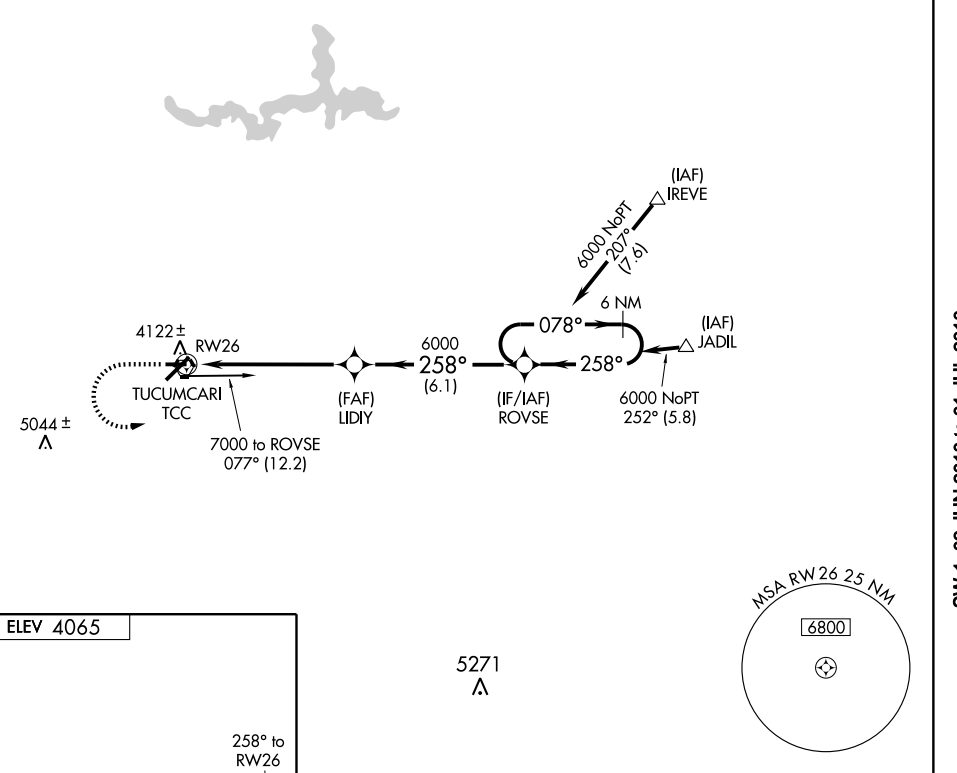
Circling to Rwy 8 NA at night.

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct ROVSE and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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Procedure NA for arrival at TCC VORTAC via V402 westbound.

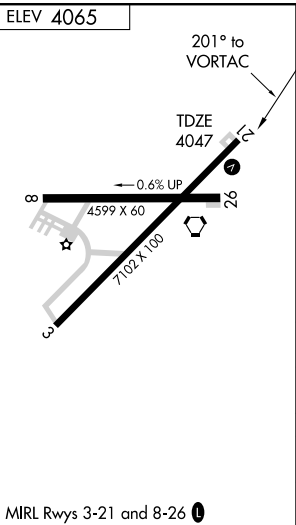
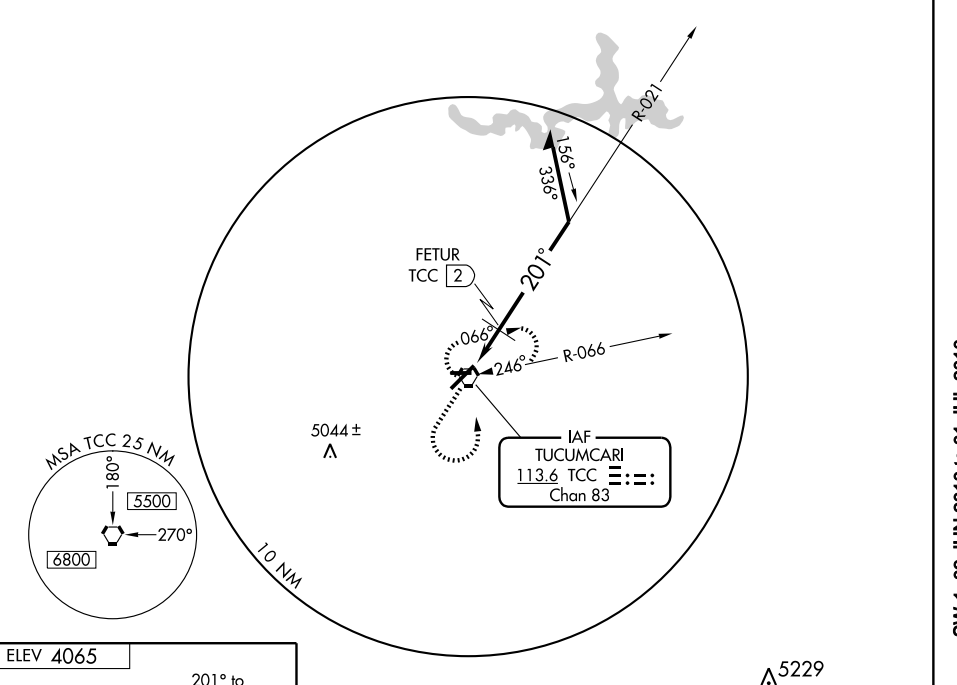


SW-1. 03 JUN 2010 to 01 JUL 2010

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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<div><div>5100</div><div>6100</div><div>TCC</div></div>				
<div><div>VORTAC</div><div>6100</div><div>021°</div><div>FETUR TCC 2</div><div>3.03° TCH 52</div><div>201°</div><div>5800</div><div>4600</div><div>1.6 NM</div><div>Remain within 10 NM</div></div>				
CATEGORY	A	B	C	D
S-21	4600-1	553 (600-1)	4600-1½ 553 (600-1½)	4600-1¾ 553 (600-1¾)
CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4620-2 555 (600-2)
FETUR FIX MINIMUMS				
S-21	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

T

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5100 then climbing right turn to 6100 direct TCC VORTAC and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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MSA TCC 25 NM

5044 ±

4149 ±

066°

246°

021°

201°

R-066

10 NM

5229

IAF TUCUMCARI 113.6 TCC Chan 83

CIGSA TCC 2

5500

6800

180°

270°

ELEV 4065

246° to VORTAC

0.6% UP

4599 X 60

7102 X 100

TDZE 4055

8

3

5100

6100

TCC

VORTAC 6100

066°

246°

5800

4600

1.1

2

1 NM

0.9

Remain within 10 NM

CATEGORY	A	B	C	D
S-26	4600-1	545 (600-1)	4600-1½ 545 (600-1½)	4600-1¾ 545 (600-1¾)
CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4620-2 555 (600-2)

CIGSA FIX MINIMUMS

S-26	4400-1	345 (400-1)	4400-1¼ 345 (400-1¼)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)

MIRL Rwy 3-21 and 8-26 0

SW-1.03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4807
057°	TDZE	6454
	Apt Elev	6454

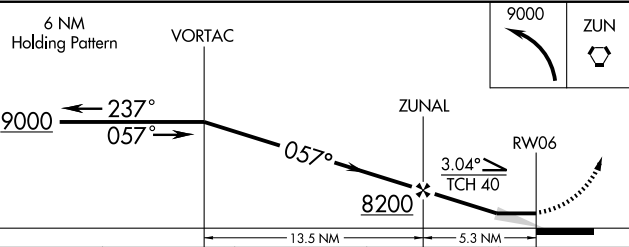
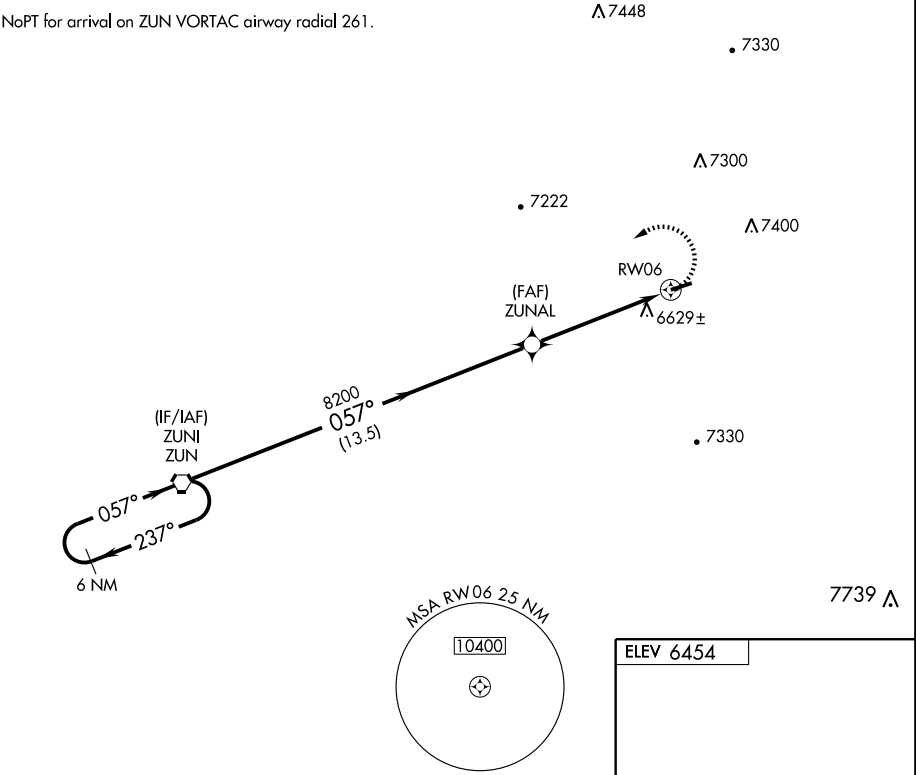
RNAV (GPS) RWY 6

ZUNI PUEBLO/BLACK ROCK (ZUN)

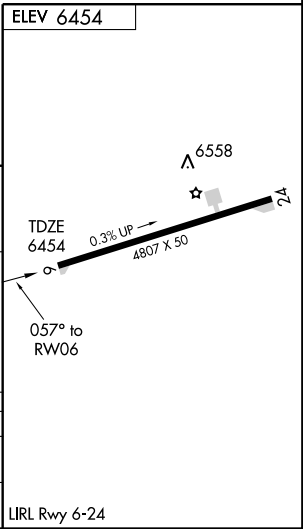
NA DME/DME RNP -0.3 NA.
Use Gallup, NM altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold.

ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8	CTAF 122.9
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CATEGORY	A	B	C	D
LNNAV MDA	7320-1 866 (900-1)	7320-1¼ 866 (900-1¼)	7320-2½ 866 (900-2½)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA



VORTAC ZUN

113.4
Chan 81

APP CRS
053°

Rwy Idg
4807
TDZE
6454
Apt Elev
6454

VOR/DME RWY 6

ZUNI PUEBLO/ BLACK ROCK (ZUN)

▼

▲ NA

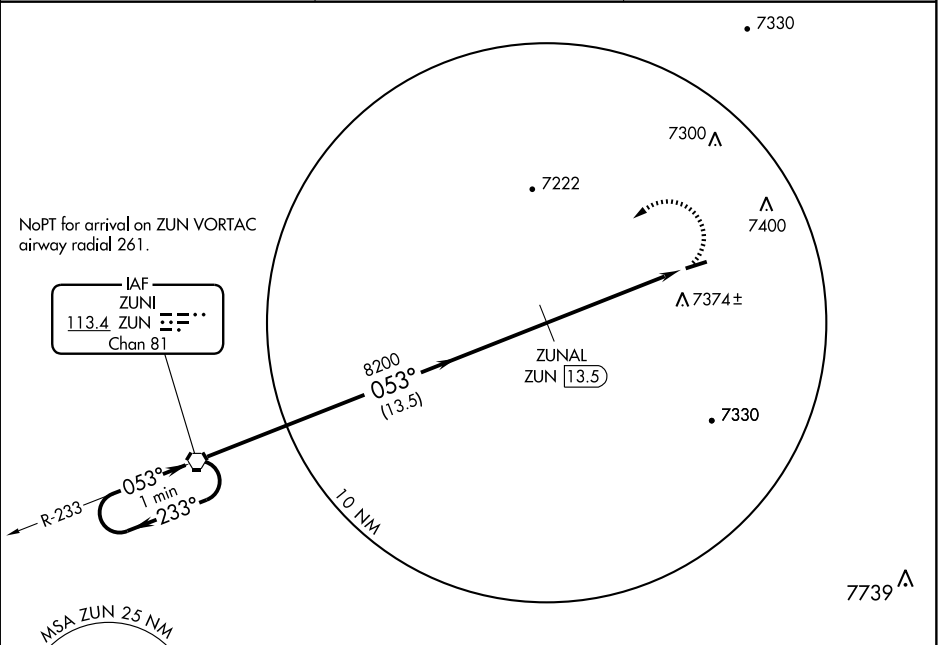
Use Gallup, NM altimeter setting; if not received procedure not authorized.

MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold.

ALBUQUERQUE CENTER
124,325 288.25

UNICOM
122.8

CTAF
122.9



One Minute Holding Pattern

VORTAC

9000

233°

053°

053°

ZUNAL ZUN (13.5)

8200

3.04° TCH 40

ZUN (18.8)

13.5 NM

5.3 NM

9000

ZUN

TDZE 6454

0.3% UP

4807 X 50

6558

053° 5.3 NM from FAF

CATEGORY	A	B	C	D
S-6	7820-1¼ 1366 (1400-1¼)	7820-1½ 1366 (1400-1½)	7820-3 1366 (1400-3)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA

LIRL Rwy 6-24